

RAILWAY STATISTICS

OF THE

DOMINION OF CANADA

FOR THE

YEAR ENDED JUNE 30, 1907

(From sworn Returns furnished by the several Railway Companies)

M. J. BUTLER

Deputy Minister and Chief Engineer of the Department of Railways and Canals

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O T T A W A

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EXCELLENT MAJESTY

1908

[No. 20b--1908.]

To His Excellency the Right Honourable Sir Albert Henry George, Earl Grey, Viscount Howick, Baron Grey of Howick, in the County of Northumberland, in the Peerage of the United Kingdom, and a Baronet ; Knight Grand Cross of the Most Distinguished Order of Saint Michael and Saint George, &c., &c., &c., Governor General of Canada.

MAY IT PLEASE YOUR EXCELLENCY,

The undersigned has the honour to present to Your Excellency the Annual Report of the Comptroller of Railway Statistics for the year ended June 30, 1907.

GEO. P. GRAHAM,
Minister of Railways and Canals.

To the Honourable GEORGE P. GRAHAM,
Minister of Railways and Canals.

SIR,—I have the honour to submit the annual report of the Comptroller of Railway Statistics for the year ended June 30, 1907.

This is the first report compiled from the new schedules which were put into force on 1st July, 1906, and special value should attach to the information which has been gathered with respect to the operation of railways in Canada.

I have the honour to be, Sir,

Your obedient servant,

M. J. BUTLER,
Deputy Minister of Railways and Canals.

OFFICE OF THE COMPTROLLER OF RAILWAY STATISTICS,

Ottawa, December 2, 1907.

M. J. BUTLER, Esq.,

Deputy Minister of Railways and Canals.

SIR,—I have the honour to submit herewith the return of Railway Statistics for the year ended 30th June, 1907.

This report is in many important respects different from those which have heretofore been presented. The schedules sent out to the various railways for statistical purposes, and upon which the accompanying tables are based, were much more elaborate than those which have been in use in Canada during the past thirty years. In all essential regards they are identical with the forms which had been adopted by the Interstate Commerce Commission at Washington. This change was made for a number of reasons. The old schedules had become unsuited to modern railway conditions. They failed to elicit many points of useful information. They did not, except in a limited way, permit of helpful comparisons with the railway statistics of other countries. In a word, they were obsolete.

It will not be alleged that these changes are in advance of existing needs. The problems of transportation rise above all others in importance, as bearing directly on the commercial life of the nation. All production, pastoral and industrial, with the labour involved, would practically cease if adequate marketing facilities were withdrawn; which is only another way of saying that the trade of the country is dependent upon the operation of railways. Scarcely less deplorable would be the position of the Dominion, having regard to the future, if railway construction and railway betterments should be indefinitely suspended. This will be conceded. And the problems of transportation in all their aspects can only be properly considered, and conditions measured, in the light of full and accurate statistical information. To meet this need is the purpose for which the new and comprehensive schedules above referred to have been given effect.

The introduction of the new schedules involved, among other things, a uniform system of accounting on the part of railways. This in itself was a change urgently needed. It was not to be expected, however, that these innovations could be readily and smoothly applied. Difficulties had to be met in many directions; but I am pleased to say that the mutual value of the new work, as between the Department and the railways themselves, was heartily recognized. This brought about a commendable spirit of co-operation. Therefore, while the returns are not perfect in all respects, they are nevertheless reasonably satisfactory under the circumstances.

One railway, the Kettle River Valley, having less than five miles of line in operation in British Columbia, failed to make a return.

MILEAGE.

Following is the history of railway mileage in Canada:

Year.	Miles in Operation.	Year.	Miles in Operation.
1835.....	0	1872.....	2,899
1836.....	16	1873.....	3,832
1837.....	16	1874.....	4,331
1838.....	16	1875.....	4,804
1839.....	16	1876.....	5,218
1840.....	16	1877.....	5,782
1841.....	16	1878.....	6,226
1842.....	16	1879.....	6,858
1843.....	16	1880.....	7,194
1844.....	16	1881.....	7,331
1845.....	16	1882.....	8,697
1846.....	16	1883.....	9,577
1847.....	54	1884.....	10,273
1848.....	54	1885.....	10,773
1849.....	54	1886.....	11,793
1850.....	66	1887.....	12,184
1851.....	159	1888.....	12,585
1852.....	205	1889.....	12,585
1853.....	506	1890.....	13,151
1854.....	764	1891.....	13,838
1855.....	877	1892.....	14,564
1856.....	1,414	1893.....	15,005
1857.....	1,444	1894.....	15,627
1858.....	1,863	1895.....	15,977
1859.....	1,994	1896.....	16,270
1860.....	2,065	1897.....	16,550
1861.....	2,146	1898.....	16,870
1862.....	2,189	1899.....	17,250
1863.....	2,189	1900.....	17,657
1864.....	2,189	1901.....	18,140
1865.....	2,240	1902.....	18,714
1866.....	2,278	1903.....	18,988
1867.....	2,278	1904.....	19,431
1868.....	2,270	1905.....	20,487
1869.....	2,524	1906.....	21,353
1870.....	2,617	1907.....	22,452
1871.....	2,695		

It will be seen that the addition for the year 1907 was 1,099 miles. It is gratifying to observe that the mileage of double track was also increased during the year, from 743 to 1,067 miles—a net gain of 324 miles. This increase was almost wholly applicable to main lines, and will represent a substantial addition to transportation facilities. With double tracks, sidings and yards added to the 22,452 referred to above, the total of all tracks in the Dominion amounted to 27,611 miles, of which all but 95 were laid with steel rails.

The number of miles actually under construction was not reported this year as formerly; but from data gathered in this office it is estimated at 3,000. This does not include lines projected and not under contract.

Divided by provinces, the railway mileage within the Dominion is as follows:—

Ontario.....	7,637.91
Quebec.....	3,515.90
Manitoba.....	3,074.46
Saskatchewan.....	2,024.86
British Columbia.....	1,685.29
New Brunswick.....	1,502.73
Nova Scotia.....	1,329.47
Alberta.....	1,323.02
Prince Edward Island.....	267.50
Yukon.....	90.60

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It may be instructive to compare by two simple tests the railway mileage of Canada with that of other countries:—First, with respect to population, and second, by territorial area. The result is as follows;—

	Population to each mile of railway.	Square miles to each mile of railway.
United States.....	381	13.61
United Kingdom.....	1,821	5.29
France.....	1,590	8.46
New South Wales.....	686	146.09
New Zealand.....	358	43.42
Victoria.....	360	25.89
India.....	10.119	61.09
Canada.....	289	161.80

Thus, Canada has the highest mileage, measured against population, (on an assumed basis of 6,500,000) and the lowest, measured against territory, among the countries indicated. In other words, Canada stands foremost among the nations in transportation facilities in proportion to her population, while her ample territory gives her the greatest room for expansion in that regard.

AID TO RAILWAYS.

It was intimated in my last report that a careful analysis would be made of the accounts showing what aid had been given to railways in Canada. This has been done. The inquiry, however, revealed a good deal of confusion. It was found that the returns made by the railways did not agree with the official statements of actual payments, for example, by the provinces. This did not necessarily imply inaccuracy. In some instances bonds had been given and charged up by the provinces on the basis of the liability involved; while the railways reported the actual proceeds. In other cases, the provinces entered up as railway aid the amounts expended on exploratory and survey work—not improperly—while the railways merely charged themselves with the direct subsidies received. Thus

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one account could not be accurately checked against the other. Nevertheless, the sub-joined statement may be taken as fairly showing the situation, with regard to railway aid:—

Year.	Dominion.	Provinces.	Municipalities.
	\$ cts.	\$ cts.	\$ cts.
1876.....	*18,564,352 37	4,203,240 43	5,426,505 70
1877.....	16,235,185 33	4,338,498 02	5,689,299 31
1878.....	26,438,914 96	14,292,002 29	7,224,578 63
1879.....	26,438,914 96	14,593,001 91	7,450,978 63
1880.....	32,761,920 65	17,639,206 60	8,313,944 63
1881.....	37,629,207 33	^a 16,676,266 29	7,494,944 63
1882.....	37,731,208 33	17,044,628 91	8,809,944 63
1883.....	49,548,639 93	18,342,102 80	9,162,552 94
1884.....	78,123,918 18	19,836,055 93	9,934,556 94
1885.....	†92,762,967 17	19,137,719 93	12,472,450 43
1886.....	87,426,814 52	19,338,679 93	12,599,292 43
1887.....	91,228,674 03	21,204,993 01	12,812,836 43
1888.....	^c 90,644,574 40	23,342,758 82	13,144,224 43
1889.....	91,888,491 21	24,036,306 80	13,461,224 43
1890.....	93,889,277 76	25,086,285 41	13,709,624 43
1891.....	96,529,524 07	25,731,965 43	13,817,509 43
1892.....	97,601,639 53	26,997,435 78	13,981,247 99
1893.....	100,422,165 09	28,229,355 49	14,017,956 99
1894.....	102,087,290 06	29,368,697 75	14,178,610 99
1895.....	‡103,451,148 93	29,727,512 63	14,180,686 99
1896.....	101,961,763 91	30,055,946 30	14,494,756 99
1897.....	102,458,434 71	31,171,346 65	15,520,867 99
1898.....	103,878,261 66	31,495,555 48	15,660,667 99
1899.....	107,030,639 24	31,656,725 57	17,740,668 59
1900.....	107,760,795 70	31,310,170 06	15,884,542 16
1901.....	110,225,503 43	32,395,522 67	16,310,253 16
1902.....	112,324,091 13	33,145,320 84	16,465,604 03
1903.....	113,791,113 47	32,809,728 41	16,551,044 06
1904.....	115,875,668 31	34,496,917 84	17,157,810 19
1905.....	117,145,511 67	40,415,630 27	17,198,211 48
1906.....	118,474,316 04	43,278,022 12	17,125,163 98
1907.....	128,827,648 77	^b 35,123,130 80	17,346,633 34

*Included loan \$2,311,666.67 to Northern Railway; not reported after this year.

†Included loan \$29,880,912 to C. P. Railway; not reported later.

^cEastern Extension \$1,284,495.76 now included in I. C. Railway.

‡Incorrect total of \$2,394,000 shown to the North Shore Railway.

^aDecrease of \$1,044,000 by N. B. Government to St. John and Maine Railway.

^bThis amount does not include the cost of the Temiskaming and Northern Ontario Railway (\$10,570,549) as formerly.

The amount credited to the Dominion is considerably reduced from that which has heretofore been published. In past years the cost of the Intercolonial and Prince Edward Island Railways had been reckoned as 'aid' to railways. It is now excluded. Other large amounts have, however, been added to the account. For example, the sum of \$10,189,521, paid to the Canadian Pacific Railway Company in 1886 in exchange for 6,793,014 acres of land, has been attached to subsidy account. That payment must be regarded as merely varying the terms of the original subsidy agreement, by which the railway got more cash and less land. For some reason the annual subsidy paid to the same Company on that portion of their Short Line which lies in the State of Maine, as well as \$6,639,581 charged against surveys in connection with that section of the Canadian Pacific Railway constructed by Government, had been left out. These items are now inserted. It was also discovered that a payment by the Department of Finance of \$119,700 per annum, since 1884, to the Government of Quebec, on subsidy account in connection with the building of the North Shore Railway, had escaped notice. These items, with the exception of

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the last mentioned, have been included in the total for 1907, since it was not practicable to place them in the years back of that date. The total of aid to railways from the three sources above indicated is \$181,298,412.91.

Aid to railways has not, however, been limited to cash subsidies. Large grants of land have been given. On 30th June last the grants earned from the Dominion Government were as follow:—

Alberta Railway & Coal Co.....	1,114,368	acres.
Calgary & Edmonton Railway Co.....	1,888,448	“
Canadian Northern Railway Co.....	3,321,408	“
Canadian Pacific Railway, Main Line.....	18,206,986	“
“ “ Pipestone Extension.....	200,320	“
“ “ Souris Branch.....	1,408,704	“
Great North-West Central Railway Co.....	320,000	“
Manitoba & North Western Railway Co.....	1,501,376	“
Manitoba South-Western Col. Railway Co.....	1,396,800	“
Manitoba & South-Eastern Railway Co.....	680,320	“
Qu'Appelle, Long Lake & Saskatchewan Railroad & Steam- boat Company.....	1,625,344	“
Saskatchewan & Western Railway Co.....	98,880	“
Total.....	31,762,954	“

Patents have been issued for 26,542,003 acres of the amount earned up to 30th June. It cannot, of course, be ascertained what may be the money value of these land subsidies. The provinces have also given generous grants of land to aid railway construction, and an effort has been made to get at the facts. From official sources it is learned that the total area granted by the province of Quebec aggregates 13,324,950 acres; but the subsidies thus given have been converted into money on the basis of 52½ cents per acre. This would yield the sum of \$6,995,598.75, of which \$4,557,728.02 has actually been paid by the province. British Columbia has also been liberal in the same direction, and has alienated 5,287,387 acres of her territory in aid of five lines of railway. New Brunswick has granted 1,647,772 acres, and Nova Scotia 160,000.

Adding together the land grants of the Dominion and provinces a total of 52,183,063 acres is shown.

Nor is that all. The Dominion and Provincial Governments have guaranteed the bonds of railway companies to the extent of many millions of dollars. Just what the liability may be in this regard has not been definitely ascertained.

RAILWAY CAPITAL.

The capital invested in Canadian railways, as shown in detail in the body of this report, is as follows:—

Shares.....	\$ 588,563,591
Funded Debt.....	583,369,217
Total.....	\$ 1,171,937,808

This is below the amount heretofore reported, for the reason that in preceding years the cost of the Dominion and Ontario Government Railways, this year aggregating \$100,958,402, and aid from all sources, were included with capital. Net earnings for all railways of \$42,989,537.41, represent a rate of 3.66 per cent on the capital indicated.

Deducting the mileage of Government lines, in all 1890, it will be seen that the capitalization of railways in Canada is \$56,995 per mile. The cost of Government built, owned and operated lines in Canada is \$53,417 per mile, the Dominion railways having cost \$51,590 and the Ontario railway \$76,047 per mile.

Comparing this capitalization with that of the railways of other countries, the result is:—

United States.....	\$ 67,936 per mile.
United Kingdom.....	273,437 "
New South Wales.....	*63,063 "
Victoria.....	*63,113 "
India.....	*56,796 "
Canada.....	56,995 "

*Actual cost.

In India, it may be explained, the railways are all owned, although not all operated, by Government. More than half the mileage, however, is narrow gauge.

TRAFFIC.

The traffic on Canadian railways during 1907 showed substantial gains over the preceding year. In freight there was an increase of 5,899,422 tons, and in passengers 4,147,537 in numbers. Since 1875 the history of this movement is as follows:—

Year.	Passengers Carried.	Tons of Freight 2000 lb.	Year.	Passengers Carried.	Tons of Freight 2000 lb.
1875.....	5,190,416	5,670,837	1892.....	13,533,414	22,189,923
1876.....	5,544,814	6,331,757	1893.....	13,618,027	22,003,599
1877.....	6,073,233	6,859,796	1894.....	14,462,498	20,721,116
1878.....	6,443,924	7,883,472	1895.....	13,987,580	21,524,421
1879.....	6,523,816	8,348,810	1896.....	14,810,407	24,266,825
1880.....	6,462,948	9,938,858	1897.....	16,171,338	25,300,331
1881.....	6,943,671	12,065,323	1898.....	18,444,049	28,785,903
1882.....	9,352,335	13,575,787	1899.....	19,133,365	31,211,753
1883.....	9,579,984	13,266,255	1900.....	21,500,175	35,946,183
1884.....	9,982,358	13,712,269	1901.....	18,385,722	36,999,371
1885.....	9,672,599	14,659,271	1902.....	20,679,974	42,376,527
1886.....	9,861,024	15,670,460	1903.....	22,148,742	47,373,417
1887.....	10,698,638	16,356,335	1904.....	23,640,765	48,097,519
1888.....	11,416,791	17,172,759	1905.....	25,288,723	50,893,957
1889.....	12,151,105	17,928,626	1906.....	27,989,782	57,966,713
1890.....	12,821,262	20,787,469	1907.....	32,137,319	63,866,135
1891.....	13,222,568	21,753,021			

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Among the commodities which made up the above total freight tonnage were the following:—

Products of agriculture—	Tons.
Grain.....	5,776,731
Flour.....	1,402,386
Other mill products.....	654,179
Hay.....	803,918
Tobacco.....	10,042
Cotton.....	22,164
Fruit and vegetables.....	562,716
Other products of agriculture.....	289,525
Products of animals—	
Live stock.....	1,118,141
Dressed meats.....	400,900
Other packing house products.....	463 647
Poultry, game and fish.....	128,432
Wool.....	23,472
Hides and leather.....	154,157
Other products of animals.....	180,517
Products of mines—	
Anthracite coal.....	1,635,628
Bituminous “.....	11,805,060
Coke.....	547,303
Ores.....	2,209,860
Stone, sand, &c.....	2,083,336
Other products of mines.....	178,985
Products of forests—	
Lumber.....	7,542,475
Other products of forests.....	2,687,160
Manufactures—	
Petroleum and other oils.....	270,810
Sugar.....	232,620
Naval stores.....	1,674
Iron, pig and bloom.....	304,136
Iron and steel rails.....	190,380
Castings and machinery.....	231,159
Bar and Sheet metal.....	87,958
Cement, brick and lime.....	1,393,792
Agricultural implements.....	223,664
Wagons, carriages, tools, &c.....	42,129
Wines, liquors and beers.....	191,576
Household goods and furniture.....	256,208
Other manufactures.....	4,448,535
Merchandise.....	2,309,084
Miscellaneous.....	5,533,426

Of this traffic, 42,381,731 tons originated on the reporting roads and 13,848,240 were received from connecting lines.

EARNINGS AND OPERATING EXPENSES.

The total earnings from operation for the year were \$146,738,214.68, of which \$95,-738,079.21 came from freight service, \$45,730,652.29 from passenger service, and \$5,269,-483.06 from other sources. This represented an increase of \$21,415,349.65, or 17.09 per cent over 1906. The operating expenses amounted to \$103,748,672.27, an increase over 1906 of \$16,619,242.78, or 19.07 per cent. The proportion of operating expenses to earnings was 70.70 per cent.

The earnings from freight service involved the hauling of 63,866,135 tons, from which a revenue of \$94,995,087.81 was received, and to which was added \$742,991.41 from stock yards, elevators, &c., making a total of \$95,738,079.21. The average earnings per ton were \$1.472. The earnings from passenger service came from the carrying of 32,137,319 passengers, yielding a revenue of \$39,184,437.64, plus \$1,626,704.64 from mails, \$3,277,695.09 from express and \$1,641,814.92 from miscellaneous items, such as extra baggage, storage, &c. To these joint sources of revenue were added \$122,537.75 from balance of car mileage, switching charges and hire of equipment, and \$5,146,945.31 from telegraph, rents and other items. The average receipts per passenger carried were \$1.423.

The operating expenses were divided as follows:—

		Per cent.
Maintenance of way and structures.....	\$20,887,091 66	20.13
“ equipment.....	21,666,373 08	20.88
Conducting transportation	57,325,543 26	55.25
General expenses.....	3,869,669 27	3.74

Owing to the adoption of an entirely new classification, it is not practicable to compare these divisions of operating expenses with those of preceding years.

The net earnings of the year were \$42,989,537.41, as compared with \$38,193,430.54 for 1906. In volume this represents an increase of \$4,796,106.87, or a betterment of 12.55 per cent; but relatively the net result was 1.2 per cent lower than for 1906, the difference being as between 29.3 and 30.5 per cent of the gross revenue.

The earnings from freight service were considerably larger than in 1906; but owing to a change in classification an exact comparison of totals cannot be made. Approximately, however, there was an increase of \$14,304,964.14. Passenger service showed an expansion to the extent of \$7,827,815.25; while from other sources there was a decrease of \$839,977.61, due no doubt to the altered method of accounting.

The total earnings were equal to \$6,535.64 per mile of railway, and the operating expenses to \$4,620.90.

The earnings per train mile were \$1.953, and the operating expenses \$1.381.

The average earnings per ton of freight hauled were \$1.472. The average earnings per passenger carried were \$1.219.

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Perhaps the most valuable element of novelty in connection with the new railway statistics is the information relating to the average earnings per passenger per mile and the average earnings per ton per mile. These are regarded as basic factors in the railway problem, and without them useful and accurate comparisons cannot be made either as between railways or between countries. Under the old system they were not even asked for, and it has not now been an easy matter for some of the railways to comply with the requirements in this regard. A few have not been able to give the data at all. Their system of accounting had not been altered in time to carry out the prescribed classifications. For the first year covered by the new schedules, therefore, the results of this important inquiry are not wholly satisfactory. Nevertheless, the facts gathered have very considerable value.

First, with respect to passenger rates, returns were received from 68 out of 80 operating railways. The average revenue per passenger per mile for these 68 lines was 2.863 cents. Included with this number, however, were those roads in the western provinces and British Columbia which have special charter rights with regard to passenger charges. These railways are eight in number, and they have returned an average rate of 4.097 cents. Eliminating these eight lines, it may be said that 28 railways, having passenger earnings in excess of \$25,000 per annum, show an average charge of 2.232 cents. These figures are reduced as the calculation is applied to railways having a still higher earning power. For example, 18 roads with a passenger revenue beyond \$100,000 each yield an average of 2.083. Four railways, whose passenger revenue represents 71.11 per cent of the total for the year, return a rate of 2.070.

With regard to freight rates, 68 out of 84 operating lines reported, and the average rate per ton per mile of that number was 3.655 cents. Here again the western roads referred to in the preceding paragraph came in, along with some railways which do not engage in ordinary commercial traffic, as a disturbing element. To include their figures, representing an average of 12.352, would unfairly exaggerate the proper result. Cutting out these nine lines, the average for the remaining 59 railways, is 2.328. Taking the five principal railways with freight earnings of more than \$1,000,000 each, and representing 73 per cent of the total, the average charge per ton per mile is given at .702 cents.

The number of passengers carried one mile was 2,049,549,813, which would be the equivalent of an average journey per passenger of 64 miles. This is a relatively high average, the United States figures being 30.30, due almost directly to the small amount of suburban traffic carried by our railways, and to a low density of population. The number of tons of freight hauled one mile was 11,687,711,830, representing an average haul of 183 miles. This latter figure is also high. The United States is perhaps the only country with which a comparison might fairly be made, and in 1906 the average haul was 132 miles.

An analysis of operating expenses is possible this year for the first time, and in the process of years the comparisons which may be made of items should prove of great value. The returns were not absolutely complete. Several railways did not send in details, so that the totals under the various heads will not exactly make up the final aggregate. These difficulties are perhaps inseparable from the inauguration of a new system of statistics.

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Following, however, are the results:—

Maintenance of ways and structures—

Repairs of roadway.....	\$ 11,160,086 67
Renewals of rails.....	1,205,088 24
“ ties.....	2,230,575 56
Repairs and renewals,—bridges and culverts.....	1,408,552 02
“ “ fences, crossings, &c.....	481,129 18
“ “ buildings, &c.....	2,144,109 98
“ “ docks and wharfs.....	103,280 37
“ “ telegraph.....	265,183 58
Stationery and printing.....	30,599 20
Other expenses.....	78,663 70

Maintenance of equipment—

Superintendence.....	\$ 591,196 08
Repairs and renewals of locomotives.....	7,999,802 52
Repairs and renewals of passenger cars.....	2,473,908 84
Repairs and renewals of freight cars.....	6,933,574 61
Repairs and renewals of work cars.....	146,148 39
Repairs and renewals of marine equipment.....	33,221 35
Repairs and renewals of shop machinery and tools.....	738,833 13
Stationery and printing.....	74,466 22
Other expenses.....	815,751 04

Conducting transportation:—

Superintendence.....	\$ 1,611,297 91
Engine and roundhouse men.....	7,814,573 02
Fuel for locomotives.....	29,511,063 67
Water supply for locomotives.....	656,730 03
Oil, tallow and waste for locomotives.....	409,397 18
Other supplies for locomotives.....	193,970 04
Train service.....	6,228,136 56
Train supplies and expenses.....	1,873,515 88
Switchmen, flagmen, &c.....	2,013,294 16
Telegraph expenses.....	2,562,478 44
Station service.....	5,634,176 10
Station supplies.....	671,972 51
Switching charges—balance.....	114,516 96
Car mileage—balance.....	1,156,891 46
Hire of equipment—balance.....	106,008 61
Loss and damage.....	892,937 26
Injuries to persons.....	642,248 43
Clearing wrecks.....	426,784 63
Operating marine equipment.....	918,769 17
Advertising.....	451,673 54
Outside agencies.....	1,180,134 05
Commissions.....	77,509 43

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Conducting transportation—*Concluded.*

Stock yards and elevators.....\$	185,304 78
Rents for tracks, terminals, &c.....	542,199 81
Rents for buildings, &c.....	202,031 61
Stationery and printing.....	603,426 93
Other expenses.....	236,885 82

General expenses:—

Salaries of general officers.....\$	723,956 74
Salaries of clerks, &c.....	918,157 19
General office expenses and supplies.....	195,204 97
Insurance.....	509,547 71
Law expenses.....	396,383 18
Stationery and printing.....	163,863 19
Other expenses.....	265,972 77

THE FOLLOWING TABLE GIVES THE EARNINGS OF CANADIAN RAILWAYS SINCE 1875 :—

Year.	Passengers.	Per cent.	Freight.	Per cent.	Mail and Express.	Per cent.	Other Sources.	Per cent.	Total.
	\$		\$		\$		\$		\$
1875.....	6,410,934	32.92	12,073,570	62.00	693,250	3.56	292,784	1.52	19,470,539
1876.....	6,254,866	32.25	12,211,158	63.08	703,994	3.63	188,064	0.96	19,358,084
1877.....	6,458,493	34.46	11,321,264	60.40	744,741	3.97	217,554	1.16	18,742,053
1878.....	6,386,325	31.12	13,129,191	63.98	795,797	3.87	208,763	1.01	20,520,078
1879.....	6,459,598	32.41	12,509,093	62.77	789,926	3.96	166,448	0.83	19,925,066
1880.....	7,076,339	30.03	15,506,935	65.81	851,288	3.18	102,075	0.43	23,561,447
1881.....	8,223,254	29.34	18,666,982	66.69	946,159	3.37	145,332	0.51	27,987,508
1882.....	10,018,477	34.51	17,729,945	61.07	1,037,460	3.57	235,857	0.81	29,027,789
1883.....	10,538,119	31.69	21,320,208	64.13	1,108,208	3.33	261,423	0.78	33,244,586
1884.....	11,204,036	33.70	20,763,243	62.12	1,155,044	3.45	299,880	0.89	33,421,705
1885.....	10,559,796	32.76	19,962,058	61.94	1,283,307	3.98	422,306	1.31	32,227,469
1886.....	10,261,691	30.73	21,183,967	63.44	1,432,360	4.02	511,362	1.53	33,389,381
1887.....	11,867,597	30.55	24,581,047	63.28	1,575,157	4.05	771,992	1.98	38,841,609
1888.....	12,744,636	30.22	26,410,084	62.64	1,627,731	3.85	1,376,699	3.26	42,159,152
1889.....	13,242,708	31.41	26,671,049	63.27	1,681,162	3.98	554,694	1.29	42,149,615
1890.....	13,731,768	29.31	29,921,788	63.87	1,757,977	3.96	1,423,592	3.25	46,843,826
1891.....	14,286,408	29.64	30,548,645	63.38	1,904,961	3.95	1,452,083	3.01	48,192,099
1892.....	14,788,465	28.61	33,230,121	64.28	1,995,059	3.85	1,672,121	3.23	51,685,768
1893.....	15,087,299	29.12	32,935,028	63.28	2,151,769	4.13	1,868,298	3.59	52,042,396
1894.....	15,452,420	31.18	29,982,482	60.50	2,182,942	4.40	1,934,682	3.94	49,552,528
1895.....	13,311,440	28.42	29,545,490	63.15	2,198,460	4.43	1,730,096	3.68	46,785,486
1896.....	13,747,773	27.19	32,368,082	64.03	2,396,082	4.07	2,033,069	4.02	50,545,569
1897.....	13,929,346	26.48	33,522,102	62.88	2,624,573	5.01	2,278,106	4.35	52,353,276
1898.....	15,622,311	26.16	38,508,175	64.48	2,732,004	4.59	2,852,613	4.77	59,715,105
1899.....	15,929,583	25.59	40,101,036	64.42	2,842,681	4.56	3,370,483	5.41	62,243,784
1900.....	18,581,452	26.26	45,643,699	64.52	3,012,486	4.25	3,502,632	4.95	70,740,270
1901.....	19,396,302	26.60	46,665,103	64.01	3,105,457	4.25	3,731,885	5.12	72,898,749
1902.....	22,600,090	27.01	53,986,672	64.52	3,273,302	3.91	3,806,437	4.54	83,666,503
1903.....	24,862,109	25.88	63,089,448	65.67	3,396,145	3.53	4,716,823	4.91	96,064,526
1904.....	26,901,831	26.84	64,673,919	64.53	4,031,662	4.02	4,612,022	4.61	100,219,436
1905.....	28,959,649	27.20	68,203,320	64.13	3,961,769	3.07	5,342,459	5.01	106,467,198
1906.....	33,392,188	26.64	81,433,115	64.97	4,510,649	3.59	5,986,912	4.77	125,322,865
1907.....	39,243,244	26.75	95,247,091	64.90	4,904,399	3.34	6,911,298	5.01	146,738,214

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In order that comparisons may be made in earnings and operating expenses, the following table will be of service:—

Year.	Earnings.	Operating expenses.	Percentage of operating expenses to earnings.
	\$	\$	
1875.....	19,470,539	15,775,532	81.1
1876.....	19,358,084	15,802,721	81.6
1877.....	18,742,053	15,290,091	81.5
1878.....	20,520,078	16,100,102	78.4
1879.....	19,925,066	16,188,282	81.2
1880.....	23,561,447	16,840,705	71.0
1881.....	27,987,508	20,121,418	71.9
1882.....	29,027,789	22,390,708	77.1
1883.....	33,244,586	24,691,667	74.3
1884.....	33,421,705	25,595,341	76.5
1885.....	32,227,469	24,015,351	74.5
1886.....	33,389,381	24,177,582	72.4
1887.....	38,841,609	27,624,683	71.1
1888.....	42,159,152	30,652,046	72.7
1889.....	42,149,615	31,038,045	73.6
1890.....	46,843,826	32,913,350	70.2
1891.....	48,192,099	34,960,449	72.5
1892.....	51,685,768	36,488,228	70.5
1893.....	52,042,396	36,616,033	70.3
1894.....	49,552,528	35,218,432	71.7
1895.....	46,785,486	32,749,668	69.9
1896.....	50,545,569	35,042,654	69.3
1897.....	52,353,276	35,168,665	67.1
1898.....	59,715,105	39,137,549	65.5
1899.....	62,243,784	40,706,217	65.3
1900.....	70,740,270	47,699,798	67.4
1901.....	72,898,749	50,368,726	69.0
1902.....	83,666,503	57,343,592	68.3
1903.....	96,064,526	67,481,523	70.2
1904.....	100,219,436	74,563,161	74.4
1905.....	106,467,198	79,977,573	75.2
1906.....	125,322,865	87,129,434	69.5
1907.....	146,738,214	103,748,672	70.7

EQUIPMENT.

Having regard to the deep and general interest which has been manifested in the matter throughout the Dominion, special attention has been given during the year to the question of motive power and car supply. The railways were required to return details in this connection which had heretofore been disregarded. The result is encouraging, but puzzling. Comparing the returns for 1906 with those for 1907, the figures are as follows:—

	1906.	1907.	Increase.
Locomotives.....	2,931	3,504	573
Freight cars.....	96,565	113,514	16,949
Passenger cars.....	3,319	3,642	323

The 3,504 locomotives on Canadian railways last year were assigned to the following services:—

Passenger.....	964
Freight.....	2,206
Switching.....	334

Having regard to the volume of traffic, this motive power would represent an average of one passenger locomotive for every 33,337 passengers carried, and one freight locomotive for every 28,951 tons of freight hauled.

In freight equipment the comparison by classes of cars yields the following result:—

	1906.	1907.	Increase.
Box and stock.....	61,929	72,966	11,037
Flat.....	18,525	20,477	1,952
Coal.....	8,295	10,358	2,063
Refrigerator.....	1,655	1,917	262
Caboose	1,422	1,583	161
Other.....	4,739	6,213	1,474

The ‘other’ in the above list refers very largely to ballast, tool, tank, flanger and special cars required by the railways for their own work, including snow ploughs. Details with regard to these will be found in the body of the report.

As has been said, this large addition to the carrying capacity of our railways is encouraging. The puzzle arises when an attempt is made to ascertain whence these cars have come. Adding together the total car production of the country and the importations of the year—from which should be deducted the number put out of commission—there are several thousand cars to be accounted for. The same thing is true of locomotives. In this situation, two explanations are suggested: The railways may have under-estimated their supply of equipment for 1906, or they may have over-estimated their stock on hand for the past year. I am disposed to take the former view.

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Persistent complaints during the past two or three years with regard to an insufficient supply of cars for the handling of traffic offered have led to special inquiries. A supplementary schedule was sent out to all the railways, and among the questions asked were the following:—

1. Have you a sufficient supply of motive power?
2. If not, how many additional locomotives do you require?
3. Have you an adequate supply of cars for freight traffic?
4. If not, what is the approximate shortage?
5. How many cars used in your freight car service were destroyed, worn out, disposed of or otherwise put out of commission during the year ended 30th June, 1907?

Strange to say, only one railway admitted in a definite way a shortage of motive power and car supply. Yet it may safely be assumed there is a considerable deficiency. In the United States there were last year 8,810 cars of all classes for every 1,000 miles of railway. The total supply in Canada for 1907 was 5,218 for every 1,000 miles of railway. This comparison is clearly adverse to Canada. But in the United States the average number of tons hauled per freight car was 888, as compared with a service per car in Canada of 594 tons. In other words, each car in the United States was made to perform fifty per cent more carrying work than was a freight car in Canada. More second, third and fourth tracks, associated with density of traffic, may in part account for this material difference; but there is also the implication that we are not getting the maximum service out of the car supply actually available.

The number of locomotives per 1,000 miles of railway was 156, as compared with 232 in the United States.

Last year 16,949 freight cars were added to the total supply in Canada. But it must not be assumed that the congestion of traffic was relieved to that extent. In the first place cars wear out and are destroyed. The Master Car Builders' Association years ago fixed a depreciation of six per cent on wooden cars down to forty per cent of their first cost, which would establish the life of a car at somewhere about 20 years. Placing it at 25 years, however, and fitting that figure to the 96,565 freight cars in service in Canada in 1906, it will be seen that 3,862 new cars would have been required in 1907 to replace those which had passed out of commission. But that is not all. There were 1,099 miles of new railway put into operation during the year, and on the basis indicated in the preceding paragraph, and applied to 1906, this additional mileage would call for an equipment of 4,523 freight cars. These two sums make up 8,385. Allowing for a service of 594 tons per car, the 5,899,422 tons of additional freight handled in 1907 would require 9,932 new cars. Adding together the three sums indicated, we have a required addition of 18,317 freight cars in order to maintain normal conditions, or 1,368 more than were actually brought into use during the year.

Assuming that the calculation in the preceding paragraph with respect to the annual displacement of equipment is sound, it will be seen that for the current year 4,540 freight and 145 passenger cars will be required in order to maintain the supply available in 1907. New cars will also be needed for the mileage of railway under construction. As the result of special inquiries made during the year it may be safely taken for granted that these re-

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quirements can be met without going abroad. It was definitely ascertained that during the year ended 30th June last 13,352 freight and road cars were manufactured in Canada, as well as 397 passenger cars and 227 locomotives. This was probably the maximum producing capacity of Canadian shops for that year; but considerable enlargements were then being made to plant, and during the present year the figures given above will be exceeded. This is gratifying, and leads to the hope that the demands arising out of a swelling traffic and railway extension may be entirely met at home. There is this further fact to be taken into account, that last year 7,932 cars were reported as being leased, as compared with 1,126 in 1906. But these leased cars, which are included in the total, did not come from the United States, since the Customs returns show less than 500 brought into the Dominion during the nine months ended 31st March last.

For the year past many details were collected in relation to equipment which had previously been ignored. For example, the railways were required to report with respect to the capacity of cars, which is a very important factor. Complete figures in this regard were not secured; but considerable value attaches to the returns which were sent in. They account for ninety per cent of all the cars in service. Following is a summary:—

	Number.	Capacity in tons.
Box.....	66,934	1,848,980
Flat.....	20,118	535,167
Stock.....	4,731	122,550
Coal.....	10,060	291,638
Tank.....	132	2,632
Refrigerator.....	1,745	48,745
Other.....	1,820	59,200
Total.....	105,540	2,908,903

A statement like the foregoing tends to render the car supply problem more complex. By a simple calculation it transpires that if all the cars in the above list—and they probably represent the available stock for commercial purposes—had been loaded to their full capacity, it would have required just 21.9 days to transport the 63,866,135 tons of freight handled during the year. The box cars alone would have required 34.6 days to perform the same service; while the box, flat and stock cars combined could have done the work in 26.6 days. This is, of course, a somewhat fanciful way of measuring the car service of the Dominion, and it must not be considered as having a direct practical bearing; but it at least serves to show that the present equipment of our railways is capable of handling a larger freight traffic than arose last year without creating a stringency. It is manifest that railway managers have been doing their best to meet the public requirements, and yet they have not been able to silence the shippers who have been clamouring for cars.

It is obvious that the troubles of the railways have arisen as much from a shortage of motive power as from an inadequate supply of rolling stock, and the 573 locomotives added during the year have not entirely met this need. However, the producing capacity of Canadian shops has been so much enlarged within the past two years that it is probable our railways will be able to rapidly satisfy their requirements in this respect.

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It is, perhaps, not the legitimate function of the statistician to consider, except in a very general way, the public aspects of the car question; and yet it is manifest that there have been causes at work quite beyond the control of the railways. The Lord's Day Act has undoubtedly aggravated the situation. Mr. A. F. Dillinger, operating assistant to the traffic officer of the Board of Railway Commissioners, has recently reported with respect to complaints against the principal railway operating in the western provinces, and in that report he says: 'The effect of the Lord's Day Act upon the handling of traffic by the Company means a loss of 21 per cent of its capacity, leaving 79 per cent of the total capacity available.' This estimate is sustained by the testimony of railway managers in common. Applying it directly, it may be said that the effect of this measure is the equivalent of putting 23,838 freight cars out of commission, since that number is 21 per cent of the total supply.

The operations of the Manitoba Grain Act are also reported by Mr. Dillinger to have seriously hindered a satisfactory distribution of cars in the west, and the effect thereof has been sympathetically felt in the east. It is also clear that shippers have not increased their warehouse accommodation in keeping with the large expansion which has taken place during the past decade. Delays in loading and unloading have contributed to the congestion which has prevailed. These things cannot be disregarded in any effort that is made to locate the causes which have combined to create at times a distressing situation with regard to car supply. On the other hand, the railways must add very materially to their terminal, roundhouse, siding and repair facilities in order to bring about the relief that is being so urgently called for. It is not altogether a question of more locomotives and cars.

TRAIN MILEAGE.

The total mileage for the year was 75,115,765, an increase of 2,392,283 miles over 1906. This increase applied almost wholly to passenger service, which would indicate that the railways are earnestly endeavouring to meet public needs in that regard. There was an actual reduction of 221,278 miles in the mileage of freight trains, notwithstanding the fact that 5,899,422 additional tons of freight were hauled. The explanation probably lies in the fact that heavier units and higher traction power are being used by the railways. A reduction of grades and curvatures by some of the principal railways has also permitted the hauling of heavier loads. Train mileage is a vital feature of railway operation.

Following is the record of train and locomotive mileage since 1875:—

Year.	Passenger Trains.	Freight Trains.	Mixed Trains.	Total Train Mileage.	Engine Mileage.
1875.....	5,206,353	10,910,181	1,563,644	17,680,178	19,633,026
1876.....	5,837,461	9,616,148	2,650,019	18,103,628	21,001,052
1877.....	6,271,980	11,403,517	1,775,316	19,450,813	22,231,840
1878.....	6,225,327	9,981,786	3,462,334	19,669,447	24,091,600
1879.....	6,987,919	6,510,636	7,068,450	20,731,689	24,735,862
1880.....	7,312,168	10,775,380	4,157,292	22,427,449	26,575,969
1881.....	8,298,957	15,163,634	2,099,487	27,301,306	34,265,003
1882.....	15,074,891	15,638,013	2,375,393	27,846,411	33,374,847
1883.....	9,651,427	16,123,337	10,951,424	37,416,092	47,688,528
1884.....	9,315,694	15,710,630	4,254,595	29,758,676	37,390,874
1885.....	9,511,455	16,382,553	4,729,681	30,623,689	38,749,234
1886.....	9,214,131	15,914,127	5,182,557	30,481,086	37,359,499
1887.....	10,838,993	17,997,819	4,539,900	33,638,748	43,276,468
1888.....	11,859,684	20,651,834	4,763,318	37,391,206	46,489,229
1889.....	12,900,483	20,739,391	5,179,506	38,819,380	47,708,138
1890.....	14,362,870	22,428,249	5,058,210	41,849,329	49,512,630
1891.....	14,987,647	23,592,370	4,819,161	43,399,178	56,950,343
1892.....	15,237,093	24,399,014	4,812,361	44,448,468	56,994,253
1893.....	15,859,978	23,220,761	5,305,214	44,385,953	57,587,382
1894.....	16,542,860	21,423,496	5,803,673	43,770,029	57,401,514
1895.....	15,332,276	19,939,699	5,389,915	40,661,890	51,339,885
1896.....	15,846,645	23,299,776	5,354,181	44,500,602	55,786,960
1897.....	17,237,974	23,595,000	4,947,877	45,780,851	54,729,490
1898.....	19,305,693	26,868,366	4,514,424	50,688,283	60,103,944
1899.....	20,093,378	26,922,348	5,199,481	52,215,207	64,582,807
1900.....	20,922,098	24,662,906	9,592,867	55,177,871	67,712,252
1901.....	19,115,472	23,888,302	10,345,620	53,349,394	68,621,424
1902.....	21,104,036	24,891,813	9,734,007	55,729,856	70,275,615
1903.....	22,095,705	28,840,434	9,446,781	60,382,920	77,178,493
1904.....	23,502,876	28,278,310	9,530,816	61,312,002	80,508,064
1905.....	25,428,018	34,372,998	6,133,098	65,934,114	84,335,732
1906.....	28,071,648	39,045,168	5,606,666	72,723,482	94,180,788
1907.....	30,220,461	39,923,890	5,971,414	75,115,765	100,154,966

The locomotive mileage includes construction work during the year 1907. It may have been omitted in part in preceding years.

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The following table throws light on the relationship between freight earnings and train mileage:—

Year.	Freight Earnings.	Train Mileage.	Number of Tons carried.	Earnings per Train mile.	Average Earnings per Ton carried.
	\$	Miles.	Tons.	\$ cts.	\$ cts.
1875.....	12,073,570	12,473,825	5,670,837	.968	2.129
1876.....	12,211,158	12,266,167	6,331,757	.995	1.928
1877.....	11,321,264	13,178,833	6,859,796	.859	1.650
1878.....	13,129,191	13,444,120	7,883,472	.977	1.665
1879.....	12,509,093	13,579,086	8,348,810	.921	1.498
1880.....	15,506,935	14,932,672	9,938,858	1.038	1.560
1881.....	18,666,982	17,263,121	12,065,323	1.081	1.547
1882.....	17,729,945	18,013,406	13,575,787	.984	1.305
1883.....	21,320,208	27,074,761	13,266,255	.787	1.607
1884.....	20,763,243	19,965,225	13,712,269	1.039	1.514
1885.....	19,962,058	21,112,234	14,659,271	.946	1.371
1886.....	21,183,967	21,096,684	15,670,460	1.004	1.351
1887.....	24,581,047	22,537,719	16,356,335	1.091	1.502
1888.....	26,410,084	25,415,152	17,172,759	1.039	1.537
1889.....	26,671,049	25,918,897	17,928,626	1.029	1.487
1890.....	29,921,788	27,486,459	20,787,469	1.089	1.439
1891.....	30,548,645	28,411,531	21,753,021	1.075	1.404
1892.....	33,230,121	29,211,375	22,189,923	1.138	1.502
1893.....	32,935,028	28,525,975	22,003,599	1.155	1.496
1894.....	29,982,482	27,227,169	20,721,116	1.101	1.446
1895.....	29,545,490	25,329,614	21,524,421	1.166	1.372
1896.....	32,368,082	28,653,957	24,266,825	1.130	1.333
1897.....	33,522,102	28,542,877	25,300,331	1.174	1.324
1898.....	38,508,175	31,382,790	28,785,903	1.227	1.340
1899.....	40,101,036	32,121,829	31,211,753	1.248	1.284
1900.....	45,643,699	34,255,773	35,946,183	1.332	1.269
1901.....	46,665,103	34,233,922	36,999,371	1.363	1.261
1902.....	53,986,672	34,625,820	42,376,527	1.559	1.273
1903.....	63,089,448	38,287,215	47,373,417	1.648	1.331
1904.....	64,673,919	37,809,126	48,097,519	1.711	1.344
1905.....	68,203,320	40,506,096	50,893,957	1.684	1.340
1906.....	81,433,115	44,651,834	57,966,713	1.824	1.405
1907.....	94,995,087	44,895,304	63,866,135	2.116	1.472

It will be observed that the earnings per freight train mile show a substantial increase, in keeping with the tendency of recent years. This would imply better methods and growing economy in the handling of traffic. In the last analysis, every dollar expended in connection with a railway arises out of, or leads up to, the running of trains. With regard to passenger trains, the average earnings per train mile for 1907 were 1.513.

In this connection it is instructive to compare the cost in different years of running a train one mile. For this purpose all trains are taken together. The showing for ten years is as follows:—

1898.....	\$0.772	1903.....	\$1.117
1899.....	0.779	1904.....	1.216
1900.....	0.864	1905.....	1.213
1901.....	0.944	1906.....	1.198
1902.....	1.028	1907.....	1.249

On the other hand, the gross earnings per train per mile, all trains included, have been as follows:—

1898.....	\$1.178	1903.....	\$1.591
1899.....	1.192	1904.....	1.634
1900.....	1.282	1905.....	1.614
1901.....	1.366	1906.....	1.723
1902.....	1.501	1907.....	1.953

Comparing these two tables, it will be observed that the relative increase in the gross earnings per train mile have been greater than the cost per train mile. The increase in the cost per train mile for the ten years period was 60.6 per cent, as against an increase of 66.8 in the gross earnings per train mile.

ACCIDENTS.

The record of accidents has this year been gathered with a greater regard to details than heretofore; so that a comprehensive analysis may now be made. The general result is as follows:—

	Killed.	Injured.
Passengers.....	70	352
Employees.....	249	1,126
Trespassers.....	195	125
Non-trespassers.....	70	88
Postal clerks, &c.....	3	7
Total.....	587	1,698

This represents the greatest number of persons, both killed and injured, in the history of Canadian railways; yet with respect to passengers killed, there have been two worse years—1889 and 1903—measuring the fatalities against the total number of persons carried.

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The comparative record with regard to persons injured was also exceeded in 1903. The following table will make this clear:—

Year.	PASSENGERS.		EMPLOYEES.		OTHERS.		Total.		PASSENGERS	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	One killed in every	One injured in every
1888.....	20	70	107	619	104	86	213	775	534,931	152,837
1889.....	37	103	89	637	84	135	210	875	328,408	117,971
1890.....	11	52	83	682	124	101	218	835	1,165,569	246,562
1891.....	13	105	65	582	118	131	193	818	1,017,120	125,929
1892.....	14	43	110	697	109	139	233	879	966,672	314,730
1893.....	11	57	72	331	133	120	216	708	1,238,002	238,912
1894.....	12	64	67	521	132	107	211	694	1,205,208	225,976
1895.....	9	47	51	489	127	122	187	658	1,554,175	297,608
1896.....	11	62	46	446	104	111	161	619	1,346,400	238,877
1897.....	7	70	76	579	130	158	213	807	2,310,191	231,019
1898.....	5	72	98	862	167	163	270	1,097	3,688,809	256,167
1899.....	20	119	119	882	145	184	284	1,185	956,668	160,784
1900.....	7	131	123	941	195	245	325	1,317	3,071,453	164,123
1901.....	16	134	118	970	183	213	317	1,317	1,149,108	137,207
1902.....	19	177	146	930	165	221	330	1,328	1,088,419	116,836
1903.....	53	258	186	956	181	239	420	1,453	417,900	85,848
1904.....	25	232	192	214	178	259	395	705	945,630	101,899
1905.....	35	244	206	920	227	193	468	1,357	722,535	103,642
1906.....	16	231	139	893	206	241	361	1,365	1,749,361	121,168
1907.....	70	352	249	1,126	268	220	587	1,698	459,104	91,299

In addition to the foregoing, there were loss of life and injuries caused by railways apart from the movement of trains. In preceding years this information was not gathered, since it relates largely to shopmen and other employees not engaged in the actual work of operation. It increases the toll, however, by 11 lives lost and 454 persons injured, and brings the total up to 598 persons killed and 2,152 injured.

With respect to passengers, the causes of accidents are divided up as follows:—

	Killed.	Injured.
Collisions.....	26	93
Derailments.....	21	127
Parting of trains.....	..	3
Falling from trains, cars, &c.....	2	36
Jumping on or off trains, &c.....	10	38
Struck at highway crossing.....	4	7
Struck at stations.....	4	3
Struck on track.....	..	1
Other causes.....	3	44

With regard to the 249 employees who were killed in connection with the movement of trains or cars, and the 1,126 who were injured, the following causes are assigned:—

	Killed.	Injured.
Coupling or uncoupling.....	34	141
Collisions.....	46	135
Derailments.....	12	56
Parting of trains.....	2	16
Locomotives or cars breaking down.....	1	6
Falling from trains, locomotives or cars.....	32	186
Jumping off or on trains, locomotives or cars.....	7	66
Struck by trains, locomotives or cars.....	85	130
Overhead obstructions.....	2	13
Other causes.....	28	377

By classes these employees were divided up as follows:—

Trainmen.....	149	781
Trackmen.....	53	104
Switch tenders, watchmen, &c.....	7	47
Station men.....	3	3
Shopmen.....	9	16
Telegraph employees.....	..	3
Other employees.....	28	167

Trespassers figure largely in the casualty list. A considerable number of these are tramps and the flotsam of human life, who steal rides or wander along the right of way. Of these 185 were killed and 125 injured. The returns show that 122 lost their lives, and 55 were injured, at various points along the track; 21 were killed at highway crossings, and a like number at stations. At first glance it seemed anomalous that any one could be regarded as a trespasser at a public crossing, or at a station; but it is assumed that such accidents occurred to persons who had attempted to cross the track, or pass under or over trains, in cities when the guard gates were down, while those killed at stations were obviously persons who should not have been there.

Of non-trespassers, 70 were killed and 88 injured. This sad sacrifice is in large measure the story for the year of the deadly level crossing. Of the 70 killed, 48 lost their lives at highway intersections, and at similar points 49 were injured. In one way and another, whether as trespassers or non-trespassers, 69 persons all told were killed at crossings and 67 injured. In no preceding year has this record been reached. At stations 6 were killed and 4 injured, while at other points along the track 5 were killed and 12 injured. ‘Other causes’ cover the cases of 5 killed and 14 injured. The loss of one life of a non-trespasser is attributed to derailment. Eight persons similarly classified were injured by derailments and collisions.

Perhaps the most appalling fact in connection with the returns for the year was the killing of 34 persons engaged in coupling or uncoupling cars. The highest number for any previous year was 27. One hundred and forty-one railway employees were also injured from this cause. It was assumed that the compulsory use of automatic couplers would completely do away with the risk of life and limb associated with the making up of trains; yet the number of fatalities last year was more than three times the average rate for any ten years during which the old link and pin were in universal use.

The air-brake is now in general use. This device was expected to practically eliminate casualties through falling off trains in motion; yet from this cause 32 employees lost their lives last year. In the days of the old hand-brake such an amazing total was not in any year reached.

When viewing this waste of human life, and the scarcely less deplorable record of maimings and sufferings, the question naturally arises as to what proportion of these accidents could properly be regarded as preventable. This cannot be accurately determined. Yet into all of them the element of negligence or culpability must enter in some degree. Manifestly, all collisions are the result of blunders or dereliction of duty on the

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part of those directly responsible for the running of the trains. From this cause 73 lost their lives last year and 232 were injured. Derailments brought about the killing of 35 other persons and the injuring of 207. Here again it may be said, speaking broadly, that accountability cannot be shirked by all concerned. Given a proper roadbed, sound equipment and safe speed, and derailments are practically impossible.

At this juncture comes in the problem of the broken rail, to which some of the brightest minds in the world are just now giving very serious attention. The facts warrant this. If to the dangers heretofore attaching to railway travel has been added a new risk in connection with the rails in use, the case would appear to be especially grave. Against such a danger no system of operation, nor care with regard to equipment or roadbed, could provide any effective guard. None of the ordinary precautions apply. Whatever is done to ensure safety in this respect must be done at the rolling mills; for it would appear that the defects which lead to fractures are created during the process of manufacture.

With some care I have during the year endeavoured to ascertain the basic facts—first, as to whether or not the breaking of rails is an increasing menace to safety, and second, as to the fundamental cause of these fractures. It has been impossible to reduce the matter in so far as Canadian interests are involved to a statistical basis, in which numbers may be used. In at least one of the States, however, the inquiry has been methodical and comprehensive. From data gathered by the Board of Railway Commissioners for the State of New York, it appears that 1,331 broken rails were removed from the tracks of the principal lines operating in that State during the months of January, February and March, 1905; 826 during the corresponding period in 1906, and 3,014 in 1907. The rails were of all the weights ordinarily in use; but breaks occurred most frequently in those which ran from 80 lbs. to the yard upwards. Curiously, defects developed in many cases in rails which had been in service for ten years and over; so that imperfections would not appear to cause immediate trouble. This complicates the problem.

At the meeting of the American Railway Association in Chicago last spring, at which ninety-eight per cent of all the lines in the United States and Canada were represented, this matter was very carefully considered. A committee of experts was appointed to weigh the evidence submitted and make a report on the whole question. The net result was to cast doubt on the integrity of American rolled rails. So great has been the demand during recent years for steel rails that the rolling mills have shortened the process of production. It would take up a large amount of space to go into the somewhat technical details involved, and it may serve immediate purpose to say that the trouble is believed to be due in part to the chemical constituents of the ingot and in part to insufficient manipulation. It has long been known that certain impurities in the molten metal find their way to the top of the ingot during the process of cooling. These impurities affect in a measure the degree of brittleness. It had been the practice of conscientious rail manufacturers to cut off the upper part of the ingot, representing as high as twenty-five per cent of the whole, and roll only the clarified remainder; but in the endeavour to meet the demands upon them practically all the mills have been partly disregarding this precaution. In some cases not more than fifteen per cent of the ingot has been shorn away, thus permitting impurities to pass into the finished product. To this factor of unsoundness another has been added as the direct result of improper haste. The passage of these impurities by gravitation to the top

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of the ingot sometimes causes gas spaces to form. If carried into the rail these bubbles create 'pipes,' which are always a serious defect. By proper and sufficient rolling these 'pipes' may be either eliminated or very materially reduced. But in the rush of production the number of passes through the rollers, which ought to be not less than from twenty-two to twenty-five, has been reduced to fifteen, and sometimes fourteen.

This analysis of conditions governing the process of manufacture probably explains why broken rails are multiplying. It has not been possible to gather with precision the facts relating to Canada; but sufficient has been ascertained to make it clear that this menace to safety prevails here, as elsewhere. The matter was taken up quite comprehensively at the meeting of the Canadian Society of Engineers in May last. The fact was brought out during the discussion that in the year 1906, on three railways, 537 rails had broken, of which 439 had been in service for one year and under. The character of Canadian ores was alluded to as one of the difficulties encountered by our own manufacturers; but there was a consensus of judgment that here, as in the United States, the fundamental trouble had grown out of the keen competition on one hand and the pressure upon the mills on the other. These things have led to the economizing of labour to a degree which has meant poor and defective rails. That, however, is bad economy which leads to the wasting of human lives and valuable property. The killing of 35 persons and the injury of 287 by derailments may in some degree have been the price which Canada paid last year for the hasty and imperfect production of steel rails.

Can comparative safety in railway travel be brought about? The answer must be in the affirmative. It is largely a matter of cost, on one hand, and integrity, on the other. That is to say, if proper provisions against casualties are made by the railways, and every individual associated with the running of trains does his duty, this frightful annual toll of life and limb would be very much reduced. The first step would be the introduction of a thoroughly tested block system; and while this would be primarily expensive, in the course of years it would undoubtedly be a prudent investment. Closer inspection of new rails, roadbed and equipment would eliminate other causes of disasters. But back of all these measures would lie the human element. To somebody's mistake each mishap is due. Recently it has been the policy of the Crown to take criminal proceedings against railway employees concerned in fatal accidents, and a number of convictions were recorded during the year. It remains to be seen whether or not greater care can be developed by such means.

The money waste involved in railway accidents is partly exposed in the charges to operating expenses in 1907 of \$642,248 for injuries to persons, \$426,785 for clearing wrecks and \$892,937 for loss and damage—a total of \$1,961,970.

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FUEL CONSUMED BY LOCOMOTIVES.

The consumption of fuel in the supplying of motive power is one of the chief items in the conduct of a railway. Hitherto information in this regard had not been gathered. Special interest will therefore attach to the subjoined table:—

Class of Locomotive.	COAL.		WOOD.		Total tons of Fuel.	Miles run.	Fuel consumed per 100 miles.
	Anthracite.	Bituminous.	Hard.	Soft.			
	Tons.	Tons.	Cords.	Cords.			Tons.
Freight.....	9,797	3,173,101	367	21,348	*3,194,510	43,824,909	7.29
Passenger.....		1,325,955	222	9,559	1,331,178	29,110,258	4.57
Mixed.....		301,041	690	1,398	303,549	7,492,278	4.05
Switching.....		555,438	68	3,929	557,576	14,816,272	3.76
Construction.....	48	222,283	1	1,497	223,141	4,911,249	4.54
Total.....	9,845	5,577,818	1,348	37,731	5,608,954	100,154,966	

* Two cords of wood calculated as one ton of fuel.

The average cost of coal at the point of distribution was \$2.81. The total fuel bill of all the railways, apart from the cost of 223,141 tons used in connection with construction work, was \$15,137,504.48. This was equal to 14.59 per cent of the operating expenses ; but must be read in the light of the figures at page 16, which places the final cost of fuel at \$29,511,063.67.

The total amount of fuel consumed in all services was 5,608,954 tons. It will be observed that the average consumption of fuel per 100 locomotive miles was as follows:— Freight, 7.29 tons; passenger, 4.57; mixed, 4.05; switching, 3.76; and construction, 4.54. Applying the average cost to the average consumption, it is found that \$20.48 would be expended on a freight train for the distance indicated, and \$12.94 on a passenger train.

In the operating expenses for the year is found a charge of \$29,511,063.67 for fuel for locomotives. Divided by the tons given in the above table, this would mean a cost of \$5.26 per ton. The actual cost of coal at points of distribution, as reported by the railways, was considerably below this figure, and there is a difference of over \$12,000,000 between the fuel bill thus made up and the total included with operating expenses. The sum indicated would probably be the cost of handling.

EMPLOYEES AND THEIR COMPENSATION.

The number of persons in the employ of Canadian railways during the year 1907 was shown to be 124,012. Never before has this important information been available from any source, and the facts are presented with satisfaction as demonstrating the value of the new schedules.

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Quite naturally, some little confusion arose in this first year with respect to the interpretation of the schedules in relation to average rates of pay; but the results as figured out may be accepted as being reasonably accurate. In future years it will be particularly interesting and instructive to follow in a comparative way the figures in the several columns.

The following table shows the number of employees of each class and their average daily compensation:—

Employees.	No.	Average daily compensation.
General officers.....	336	\$11.07
Other officers.....	461	4.11
Office clerks.....	4,214	1.68
Station agents.....	2,536	1.90
Other stationmen.....	11,829	1.57
Enginemen.....	4,351	3.91
Firemen.....	4,760	2.40
Conductors.....	2,911	3.20
Other trainmen.....	8,261	2.00
Machinists.....	2,486	2.09
Carpenters.....	3,215	2.09
Other shopmen.....	12,579	1.98
Section foremen.....	3,903	1.90
Other trackmen.....	30,614	1.45
Switch tenders and watchmen.....	2,364	1.83
Telegraph operators and despatchers.....	2,987	1.87
Floating equipment employees.....	5,426	1.18
All other employees.....	20,779	1.80
Total.....	124,012	

The total amount paid during the year in salaries and wages was \$58,719,493. This was equal to 56.59 per cent of the total operating expenses. The distribution of this large sum was as follows:—

	No.	Amount.
General administration.....	5,126	\$ 3,760,138
Maintenance of way and structures.....	48,516	15,398,885
Maintenance of equipment.....	21,495	12,161,917
Conducting transportation.....	48,875	27,398,553
Total.....	124,012	\$58,719,493

These figures suggest the vast army of people who obtain their livelihood in connection with the transportation interests of the Dominion. When to the persons employed by the railways are added those engaged in the canal service, in shipping, and, directly and indirectly, in the production of cars, locomotives, rails, ties, lumber, paints, oils and materials generally, and the whole is multiplied by the family number of five, it will probably be found that quite 20 per cent of the whole population win their daily bread from the carrying trade.

ELECTRIC RAILWAYS.

The electric railway interests of the Dominion made satisfactory progress during the year. The paid up capital was increased by \$11,337,505, bringing the total amount up to \$75,195,475. The mileage, however, remained almost stationary, and stands at 814.52. The gross earnings were \$12,630,430, showing a betterment of \$1,663,559 over the preceding year. The operating expenses, which aggregated \$7,737,251, were larger by \$1,062,214, leaving a favourable balance of \$4,971,624. The proportion of operating expenses to gross earnings was 61.25, which must be regarded as highly encouraging. The total number of passengers carried was 273,999,404, a gain of 36,344,330 over 1906. The growth of street railway traffic is a striking illustration of the ready recognition accorded to transportation facilities.

A special effort was made during the year to ascertain the total amount of capital invested in the construction and equipment of electric railways in Canada; but the difficulties were for the time being insurmountable. The returns received showed a total cost of roads and rolling stock amounting to \$52,399,818; but it was not practicable to obtain reliable figures with respect to the primary outlay on seven systems which were either in process of construction or had been purchased at forced sale. I have made a somewhat careful estimate of the probable investment in connection with these lines, and think it may safely be put down at not less than \$13,000,000. This would bring the total up to more than \$65,000,000. During the current year it is hoped that a complete and accurate statement may be made up.

With your approval I issued this year a special schedule having as its object the gathering of authentic data in relation to the employees and equipment of electric railways in the Dominion. This information was not hitherto available, and it was exceedingly gratifying to receive practically complete returns. When tabulated the answers gave the following interesting results:—

Staff officers.....	190
Clerks.....	483
Conductors.....	2,394
Motormen.....	2,252
Other employees.....	3,712
Total employees.....	9,031
Total pay list.....	\$5,291,585

It will be seen that the total pay list represents 68.26 of the total operating expenses. With respect to equipment, it was ascertained that 207 cars were added during the year, of which 162 were of Canadian manufacture. Of all the rolling stock in use 75.50 per cent was found to have been produced in the Dominion.

It was thought well to prepare a digest of electric railway statistics from the year 1901, when the collecting of information was begun. Following are the results:—

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ELECTRIC RAILWAYS—COMPARATIVE STATISTICS.

	1901.	1902.	1903.	1904.	1905.	1906.	1907.
Total mileage.....	*674.58	557.59	759.36	766.50	793.12	813.74	814.52
Paid up capital.....	\$39,076,018	41,593,063	47,096,453	50,399,188	61,033,321	63,857,967	73,567,795
Gross earnings.....	\$5,768,283	6,486,438	7,233,677	8,453,609	9,357,125	10,966,871	12,630,430
Net earnings.....	\$2,333,120	2,683,583	2,760,819	3,127,092	3,438,931	4,291,834	4,971,624
Earnings—passenger traffic.....	\$5,529,687	6,195,915	6,888,409	8,082,373	8,932,913	10,438,000	12,013,421
" freight.....	\$95,082	127,917	164,188	182,143	216,022	288,105	344,367
" mails and express.....	\$33,135	15,952	20,276	30,738	31,753	35,041	41,951
" other sources.....	\$110,377	146,652	160,803	158,353	176,435	205,724	233,190
Total operating expenses.....	\$3,435,162	3,802,855	4,472,858	5,326,516	5,918,194	6,675,037	7,737,251
Maintenance of way and buildings.....	\$310,892	445,837	481,236	606,146	629,656	608,767	765,684
Cost of motive power.....	\$502,101	541,087	777,201	1,377,199	1,240,001	1,242,075	1,412,358
Maintenance of cars.....	\$322,700	353,891	606,602	659,213	747,073	894,460	1,060,783
General and operating charges.....	\$2,299,468	2,462,038	2,607,817	2,683,957	3,301,462	3,929,733	4,498,424
Total car mileage.....	31,750,754	35,833,841	38,028,529	42,066,124	45,959,101	50,618,836	53,361,227
Passengers carried.....	120,934,656	137,681,402	155,662,812	181,689,998	203,467,317	237,655,074	273,999,404
Tons of freight carried.....	287,926	266,182	371,286	400,161	510,350	506,024	479,731

* Improperly included, double track and sidings.

ACCIDENTS.

Year.	KILLED.			INJURED.			PASSENGERS.		
	Passengers.		Others.	Passengers.		Others.	Total.		Injured one in every
	Employees.	Total.		Employees.	Total.		Number carried.	Killed one in every	
1901.....	3	15	11	58	98	314	120,934,656	40,311,552	255,137
1902.....	9	32	22	33	120	563	137,681,402	15,297,933	335,808
1903.....	10	39	22	62	212	778	155,662,812	15,566,281	308,855
1904.....	10	53	40	64	272	844	181,689,998	18,168,999	357,657
1905.....	30	56	23	87	347	1,296	203,467,317	6,782,243	236,041
1906.....	11	47	34	127	441	1,653	237,655,074	21,605,006	219,037
1907.....	27	71	37	216	532	1,736	273,999,404	10,148,126	277,327

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It will be seen that the mileage has increased since 1902 by 46.0 per cent. Within six years other important increases by percentages are: Paid up capital 88.2; gross earnings 118.9; net earnings 113.0; operating expenses 125.2; passengers carried 126.5 and tons of freight carried 66.3. While the volume of freight traffic is not relatively large, it nevertheless indicates the possibilities in that regard. There has been a small decline during the past two years; but on lines equipped for that class of transportation, and following an enterprising policy, the growth has been satisfactory.

The records of accidents for the year is distressing. The killing of 71 persons and the injuring of 1,736 others reveals the sacrifice which would appear to be inseparable from the operation of electric railways. The danger is manifestly in proportion to the number of cars run and the population served thereby, since out of 71 fatal accidents 22 took place in Montreal and 20 in Toronto. Singularly, however, not a single passenger was killed in Montreal, while nine lost their lives in Toronto. Of the 1,736 non-fatal accidents, many of which were of a minor character, 490 occurred in Montreal and 696 in Toronto. The table on page 34 affords additional information with regard to accidents.

Thus, while but one passenger in every 40,311,552 was killed in 1901, this proportion was reduced to 6,782,243 in 1905, and last year it stood at 10,188,126. The average for the seven years was one in every 18,268,306.

I have the honour to remain, sir,

Your obedient servant,

J. L. PAYNE,

Comptroller of Railway Statistics.

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TABLE 1.—SUMMARY of Mileage Operated for

		SINGLE TRACK.						
Number.	Name of Railway.	Line represented by Capital Stock.		Line of proprietary companies.	Line operated under lease.	Line operated under contract etc.	Line operated under trackage rights.	Total mileage operated.
		Main line.	Branches and spurs.					
1	Alberta Ry. and Irrigation Co...	111·29	53				1·60	113·42
2	Albert Southern.....	19·00						19·00
3	Algoma Central & Hudson Bay..	89·64						89·64
4	Atlantic and Lake Superior.....	100·00						100·00
5	Atlantic, Quebec and Western (under construction).....							
6	Bay of Quinté.....	78·00	11·37				19·00	108·37
7	Bedlington and Nelson.....	15·30			8·67			23·97
8	Beersville Coal and Ry. Co.....	8·63						8·63
9	British Yukon.....	85·80	4·52					90·32
10	Brockville, Westport and North-western.....	45·00						45·00
11	Bruce Mines and Algoma.	17·28						17·28
12	Buctouche and Moncton	32·00						32·00
13	Brandon, Saskatchewan & Hud-son Bay	69·45						69·45
14	Bessemer and Barry's Bay	5·00						5·00
15	Canada Coals and Ry. Co	12·00						12·00
16	Canada Southern	226·18	156·01					382·19
17	Canadian Government Rys.—Intercolonial.....	1,408·29	42·90				40·30	1,491·49
18	Prince Edward Island.....	150·90	116·60					267·50
19	Canadian Northern.....	1,146·26	1,088·80		349·44			2,584·50
20	Canadian Northern Ontario.....	144·80	2·00				4·00	150·80
21	Canadian Northern Quebec.....	169·00	82·60					251·60
22	Canadian Pacific.....	2,564·50	1,979·60	992·20	3,168·50	168·50	37·30	8,920·60
23	Cape Breton.....	31·00						31·00
24	Caraquet.....	68·00			16·78			84·78
25	Carillon and Grenville.....	13·00						13·00
26	Central Ontario	125·75	1·14			9·60		136·49
27	Crow's Nest Southern.....	53·20						53·20
28	Cumberland Ry. and Coal Co...	32·00						32·00
29	Dominion Atlantic.....	241·12	4·84		32·00		14·51	292·47
30	Edmonton, Yukon and Pacific...	4·50						4·50
31	Elgin and Havelock.....	27·00	1·00					28·00
32	Esquimalt and Nanaimo.....	78·00						78·00
33	Grand Trunk Pacific (under con-struction)							
34	Grand Trunk (in Canada).....	2,945·73			161·30		9·87	3,116·90
35	Grand Trunk (Canada Atlantic).	391·97			59·85			451·82
36	Halifax and South-western.....	246·80	122·41				2·30	371·51
37	Hampton and St. Martins	30·00						30·00
38	Hereford	52·85						52·85
39	Hillcrest Ry., Coal and Coke Co.	1·50						1·50
40	International of New Brunswick.	29·00						29·00
41	Inverness Ry. and Coal Co.....	61·00	4·50					65·50
42	Irondale, Bancroft and Ottawa..	48·00						48·00
43	Kaslo and Slocan, B.C.....	28·33	3·40					31·73
44	Kent Northern.....	27·00						27·00
45	Kettle River Valley.....	3·86						3·86
46	Kingston and Pembroke	103·40	6·40					109·80
47	Klondyke Mines.....	31·50						31·50
48	Lake Erie and Detroit River....	198·81			23·66		6·75	229·22
49	Liverpool and Milton	5·28	25					5·53
50	Lotbinière and Megantic.....	30·00						30·00
51	Maganetawan River	1·91						1·91
52	Manitoulin and North Shore....	12·15	1·54					13·69
53	Massawippi Valley.....	31·95	3·51					35·46
54	Montreal and Atlantic.....	102·90			60·50			163·40
55	Montreal and Province Line....	58·60	2·53					61·13
56	Montreal and Vermont Junction	23·60						23·60
57	Morrissey, Fernie and Michel..	5·85			5·00			10·85
58	Midland of Manitoba.....	77·01						77·01

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the Year ending June 30, 1907—All Tracks.

SECOND TRACK.										
New line con- structed during year.	Rails.		Line represented by Capital Stock.		Line operated under lease.	Line operated under trackage rights.	Total Mileage operated.	New line con- structed during year.	Rails. Steel.	Number.
	Iron.	Steel.	Main line.	Branches and spurs.						
		111.82								1
		19.00								2
0.17		89.64								3
		100.00								4
										5
		89.37								6
		23.97								7
		8.63								8
		90.32								9
										10
		45.00								11
		17.28								12
		32.00								13
69.45		69.45								14
5.00		5.00								15
		12.00								16
		382.19	226.18	16.80			242.98	92.51	242.98	17
		1,451.19	16.00			28.18	44.18		16.00	18
	1.30	266.20								19
130.83		2,584.50								20
146.80		146.80								21
		251.60								22
377.00		8,883.30	80.40		44.80		125.20	81.00	125.20	23
		31.00								24
		84.78								25
		13.00								26
		136.49								27
		53.20								28
		32.00								29
2.00	2.84	275.12								30
		4.50								31
		28.00								32
		78.00								33
										34
		3,107.03	667.42				667.42		667.42	35
		451.82								36
125.80		369.21								37
		30.00								38
		52.85								39
1.50		1.50								40
		29.00								41
		65.50								42
		48.00								43
		31.73								44
		27.00								45
		3.86								46
	6.40	103.40								47
16.50		31.50								48
		222.47				78	78			49
		5.53								50
		30.00								51
		1.91								52
		13.69	1.38							53
		35.46					1.38		1.38	54
		163.40	6.40				6.40		6.40	55
		61.13								56
		23.60								57
		10.85								58
77.01		77.01								59

7-8 EDWARD VII., A. 1908

TABLE 1.—SUMMARY of Mileage Operated for the

Number.	Name of Railway.	SINGLE TRACK.						Total mileage operated.
		Line represented by Capital Stock.		Line of proprietary companies.	Line operated under lease.	Line operated under contract etc.	Line operated under trackage rights.	
		Main line.	Branches and spurs.					
59	Nelson and Fort Sheppard	55·42	.....	.....	.....	.....	4·70	60·12
60	New Brunswick Coal & Ry. Co..	58·00	.....	.....	.....	.....	.....	58·00
61	New Brunswick & Prince Edward Island	36·00	.....	.....	.....	.....	.....	36·00
62	New Brunswick Southern	82·50	.....	.....	.....	.....	.....	82·50
63	New Westminster Southern	24·10	.....	.....	.....	.....	1·48	25·58
64	Nosbonsing and Nipissing. . . .	5·50	.....	.....	.....	.....	.....	5·50
65	Nova Scotia Steel and Coal Co..	12·50	.....	.....	.....	.....	.....	12·50
66	Orford Mountain	48·00	.....	.....	.....	.....	.....	48·00
67	Ottawa and New York	56·90	.....	.....	.....	.....	1·90	58·80
68	Philipsburg Ry. and Quarry Co..	6·00	.....	.....	.....	.....	.....	6·00
69	Pontiac and Renfrew.....	4·25	.....	.....	.....	.....	.....	4·25
70	Princeton Branch of Washington Co. Ry. (U.S.).	5·10	.....	.....	.....	.....	.....	5·10
71	Quebec Bridge & Ry. Co. (under construction) . . . . .	.....	.....	.....	.....	.....	.....	.....
72	Qu'Appelle, Long Lake and Saskatchewan.	250·02	3·94	.....	.....	.....	.....	253·96
73	Quebec Central	222·00	.....	.....	.....	.....	.....	222·00
74	Quebec and Lake St. John... .	241·00	5·40	.....	.....	.....	.....	246·40
75	Quebec Ry., Light and Power Co	24·00	.....	.....	.....	2·00	.....	26·00
76	Quebec, Montreal and Southern.	143·75	.....	.....	.....	.....	.....	143·75
77	Red Mountain	9·59	.....	.....	.....	.....	.....	9·59
78	Rutland and Noyan	3·39	.....	.....	.....	.....	.....	3·39
79	Salisbury and Harvey	45·00	5·00	.....	.....	.....	.....	50·00
80	Schomberg and Aurora.....	14·40	.....	.....	.....	.....	.....	14·40
81	Stanstead, Shefford & Chambly..	43·00	3·23	.....	.....	.....	.....	46·23
82	St. Clair Tunnel	2·25	.....	.....	.....	.....	.....	2·25
83	St. John Valley & River du Loup	6·00	.....	.....	.....	.....	.....	6·00
84	St. Lawrence and Adirondack... .	32·82	.....	.....	13·30	.....	8·70	54·82
85	Sydney and Louisbourg.....	39·30	13·44	.....	.....	.....	.....	52·74
86	St. Louis and Richibucto.. . . .	7·00	.....	.....	.....	.....	.....	7·00
87	Temiscouata	113·00	.....	.....	.....	.....	.....	113·00
88	Temiskaming & Northern Ontario	138·90	.....	.....	.....	.....	.....	138·90
89	Thousand Islands.....	6·08	·25	.....	.....	.....	.....	6·33
90	Toronto, Hamilton and Buffalo..	79·88	3·79	.....	.....	.....	4·36	88·03
91	Vancouver Copper Co. (formerly Lenora Mt. Sicker).....	11·75	.....	.....	.....	.....	.....	11·75
92	Vancouver, Victoria and Eastern	74·76	.....	.....	.....	.....	.....	74·76
93	Vancouver, Westminster and Yukon.....	14·81	.....	.....	.....	.....	.....	14·81
94	Victoria and Sidney, B.C.....	16·26	.....	.....	.....	.....	.....	16·26
95	Victoria Terminal Ry. and Ferry Co	18·38	.....	.....	.....	.....	.....	18·38
96	Wellington Colliery Co.....	10·75	.....	.....	.....	.....	.....	10·75
97	" Ladysmith Extension	9·94	.....	.....	.....	.....	.....	9·94
98	York and Carleton	5·75	5·75
Final Totals.....		13,698·94	3,671·50	992·20	3,909·00	180·10	156·77	22,608·51

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Year ending June 30, 1907—All Tracks—*Concluded.*

SECOND TRACK.										
New line con- structed during year.	Rails.		Line represented by Capital Stock.		Line operated under lease.	Line operated under trackage rights.	Total Mileage operated.	New line con- structed during year.	Rails. Steel.	Number.
	Iron.	Steel.	Main line.	Branches and spurs.						
		55.42								59
		58.00								60
		36.00								61
		82.50								62
		24.10								63
		5.50								64
		12.50								65
		48.00								66
		56.90								67
		6.00								68
		4.25								69
		5.10								70
										71
		253.96								72
9.00		222.00								73
		246.40								74
		26.00	6.00				6.00		6.00	75
		143.75								76
		9.59								77
		3.39								78
		50.00								79
		14.40								80
		46.23								81
		2.25								82
		6.00								83
		46.12								84
		52.74								85
		7.00								86
		113.00								87
		138.90								88
		6.33								89
		83.67	2.04				2.04		2.04	90
		11.75								91
28.89		74.76								92
		14.81								93
		16.26								94
		18.38								95
		10.75								96
		9.94								97
		5.75								98
989.95	10.54	22,441.20	1,005.82	16.80	44.80	28.96	1,096.38	173.51	1,067.42	

7-8 EDWARD VII., A. 1908

TABLE 1.—SUMMARY of Mileage Operated for

Number.	Name of Railway.	YARD TRACK AND SIDINGS.							
		Line Represented by Capital Stock.		Line operated under lease.	Line operated under contract.	Total mileage operated.	New line constructed during year.	Rails.	
		Main line.	Br'chs and spurs					Iron.	Steel.
1	Alberta Ry. and Irrigation Co..	11·59	.....	.....	.....	11·59	.....	.....	11·59
2	Albert Southern.....	.....	.....	.....	.....	.....	.....	.....	.....
3	Algoma Central & Hudson Bay.	22·00	9·93	.....	.....	31·93	.....	.....	31·93
4	Atlantic, and Lake Superior.....	.....	.....	.....	.....	.....	.....	.....	.....
5	Atlantic, Quebec & Western (under construction).....	.....	.....	.....	.....	.....	.....	.....	.....
6	Bay of Quinté.....	11·30	4·00	.....	.....	15·30	.....	.....	15·30
7	Bedlington & Nelson.....	1·28	.....	.....	.....	1·28	.....	.....	1·28
8	Beersville Coal & Ry. Co..	.....	.....	.....	.....	.....	.....	.....	.....
9	British Yukon.....	.....	.....	.....	.....	.....	.....	.....	.....
10	Brockville, Westport & North-western.....	2·00	.....	.....	.....	2·00	.....	.....	2·00
11	Bruce Mines & Algoma.....	.....	.....	.....	.....	.....	.....	.....	.....
12	Buctouche & Moncton.....	3·20	.....	.....	.....	3·20	.....	.....	3·20
13	Brandon, Saskatchewan & Hudson Bay.....	6·73	.....	.....	.....	6·73	6·73	.....	6·73
14	Bessemer & Barry's Bay.....	.....	.....	.....	.....	.....	.....	.....	.....
15	Canada Coals & Ry. Co.....	3·50	.....	.....	.....	3·50	.....	.....	3·50
16	Canada Southern.....	141·71	44·31	.....	.....	186·02	1·95	.....	186·02
17	Canadian Government Rys.—Intercolonial.....	323·56	.....	.....	.....	323·56	.....	.....	323·56
18	Prince Edward Island.....	10·90	9·10	.....	.....	20·00	.....	11·70	8·30
19	Canadian Northern.....	123·29	53·43	42·34	.....	219·06	7·92	.....	219·06
20	Canadian Northern Ontario.....	.....	.....	.....	.....	.....	.....	.....	.....
21	Canadian Northern, Quebec.....	14·20	8·80	.....	.....	23·00	.....	.....	23·00
22	Canadian Pacific.....	1,784·80	.....	.....	.....	1,784·80	101·60	10·50	1,774·30
23	Cape Breton.....	.....	.....	.....	.....	.....	.....	.....	.....
24	Caraquet.....	3·50	.....	.....	.....	3·50	.....	.....	3·50
25	Carillon & Grenville.....	.....	.....	.....	.....	.....	.....	.....	.....
26	Central Ontario.....	14·33	.....	.....	0·50	14·83	.....	.....	14·83
27	Crow's Nest Southern.....	7·79	.....	.....	.....	7·79	.....	.....	7·79
28	Cumberland Ry. & Coal Co.....	16·00	.....	.....	.....	16·00	.....	.....	16·00
29	Dominion Atlantic.....	16·99	8·60	3·60	2·58	31·77	.....	8·78	22·99
30	Edmonton, Yukon & Pacific.....	.....	.....	.....	.....	.....	.....	.....	.....
31	Elgin & Havelock.....	.....	.....	.....	.....	.....	.....	.....	.....
32	Esquimalt & Nanaimo.....	.....	.....	.....	.....	.....	.....	.....	.....
33	Grand Trunk (in Canada).....	993·32	.....	.....	.....	993·32	.....	.....	993·32
34	Grand Trunk (Canada Atlantic).....	.....	.....	.....	.....	.....	.....	.....	.....
35	Gulf Shore.....	1·01	.....	.....	.....	1·01	.....	.....	1·01
36	Halifax & South Western.....	18·97	1·48	.....	.....	20·45	.....	0·60	19·85
37	Hampton & St. Martin's.....	.....	.....	.....	.....	.....	.....	.....	.....
38	Hereford.....	8·69	.....	.....	.....	8·69	0·14	0·83	7·86
39	Hillcrest Ry., Coal & Coke Co..	.....	.....	.....	.....	.....	.....	.....	.....
40	International of New Brunswick.....	.....	.....	.....	.....	.....	.....	.....	.....
41	Inverness Ry. & Coal Co.....	.....	.....	.....	.....	.....	.....	.....	.....
42	Irondale, Bancroft & Ottawa.....	1·00	.....	.....	.....	1·00	.....	.....	1·00
43	Kaslo & Slocan, B.C.....	.....	.....	.....	.....	.....	.....	.....	.....
44	Kent Northern.....	.....	.....	.....	.....	.....	.....	.....	.....
45	Kettle River Valley.....	.....	.....	.....	.....	.....	.....	.....	.....
46	Kingston & Pembroke.....	23·00	1·00	.....	.....	24·00	.....	24·00	.....
47	Klondyke Mines.....	2·00	.....	.....	.....	2·00	2·00	.....	2·00
48	Lake Erie & Detroit River.....	65·84	.....	10·25	.....	76·09	.....	.....	76·09
49	Liverpool & Milton.....	.....	.....	.....	.....	.....	.....	.....	.....
50	Lotbinière & Megantic.....	2·53	.....	.....	.....	2·53	.....	.....	2·53
51	Marmora Ry. & Mining Co.....	.....	.....	.....	.....	.....	.....	.....	.....
52	Maganetawan River.....	.....	.....	.....	.....	.....	.....	.....	.....
53	Manitoulin & North Shore..	3·98	.....	.....	.....	3·98	.....	.....	3·98
54	Massawippi Valley.....	.....	.....	.....	.....	.....	.....	.....	.....
55	Montreal & Atlantic.....	34·90	.....	.....	.....	34·90	1·40	.....	34·90
56	Montreal & Province Line.....
57	Montreal & Vermont Junction..	2·00	2·00	2·00
58	Morrissey, Fernie & Michel, B.C

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the Year ending June 30, 1907—All Tracks.

TOTAL MILEAGE OPERATED—ALL TRACKS.

Line Represented by Capital Stock.		Line of pro- prietary com- panies.	Line operated under lease.	Line operated under contract	Line operated under track- age rights.	Total mileage operated.	New line con- structed during year.	Rails.		Number.
Main line.	Branches and Spurs.							Iron.	Steel.	
122·88	0·53				1·60	125·01			123·41	1
19·00						19·00			19·00	2
111·64	9·93					121·57	17		121·57	3
100·00						100·00			100·00	4
										5
89·30	15·37				19·00	123·67			104·67	6
16·58			8·67			25·25			25·25	7
8·63						8·63			8·63	8
85·80	4·52					90·32			90·32	9
47·00						47·00			47·00	10
17·28						17·28			17·28	11
35·20						35·20			35·20	12
76·18						76·18	76·18		76·18	13
5·00						5·00	5·00		5·00	14
15·50						15·50			15·50	15
594·07	217·12					811·19	94·46		811·19	16
1,747·85	42·90				68·48	1,859·23			1,790·75	17
161·80	125·70					287·50		13·00	274·50	18
1,269·55	1,142·23		391·78			2,803·56	130·83		2,803·56	19
144·80	2·00				4·00	150·80	146·80		146·80	20
183·20	91·40					274·60			274·60	21
4,429·70	1,979·60	992·20	3,223·30	168·50	37·30	10,830·60	559·60	10·50	10,782·80	22
31·00						31·00			31·00	23
71·50			16·78			88·28			88·28	24
13·00						13·00			13·00	25
140·08	1·14			10·10		151·32			151·32	26
60·99						60·99			60·99	27
48·00						48·00			48·00	28
258·11	13·44		35·60	2·58	14·51	324·24	2·00	11·62	298·11	29
4·50						4·50			4·50	30
27·00	1·00					28·00			28·00	31
78·00						78·00			78·00	32
4,606·47			161·30		9·87	4,777·64			4,767·77	33
391·97			59·85			451·82			451·82	34
17·79						17·79			17·79	35
265·77	123·89				2·30	391·96	125·80	0·60	389·06	36
30·00						30·00			30·00	37
61·54						61·54	0·14	0·83	60·71	38
1·50						1·50	1·50		1·50	39
29·00						29·00			29·00	40
61·00	4·50					65·50			65·50	41
49·00						49·00			49·00	42
28·33	3·40					31·73			31·73	43
27·00						27·00			27·00	44
3·86						3·86			3·86	45
126·40	7·40					133·80		30·40	103·40	46
33·50						33·50	18·50		33·50	47
264·65			33·91		7·53	306·09			298·56	48
5·28	0·25					5·53			5·53	49
32·53						32·53			32·53	50
9·60						9·60			9·60	51
1·91						1·91			1·91	52
17·51	1·54					19·05			19·05	53
31·95	3·51					35·46			35·46	54
144·20			60·50			204·70	1·40		204·70	55
58·60	2·53					61·13			61·13	56
25·60						25·60			25·60	57
5·85			5·00			10·85			10·85	58

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TABLE 1.—SUMMARY of Mileage Operated for

		YARD, TRACK AND SIDINGS.							
Number.	Name of Railway.	Line Represented by Capital Stock.		Line operated under lease.	Line operated under contract.	Total mileage operated.	New line constructed during year.	Rails	
		Main line.	Br'chs and spurs.					Iron.	Steel.
59	Midland of Manitoba.....	6.55				6.55	6.55		6.55
60	Nelson & Fort Sheppard..								
61	New Brunswick Coal & Ry. Co.	7.00				7.00			7.00
62	New Brunswick & Prince Edward Island.....	1.50				1.50			1.50
63	New Brunswick Southern.....	1.80				1.80			1.80
64	Nosbonsing & Nipissing.....	1.25				1.25			1.25
65	Nova Scotia Steel & Coal Co....	3.87				3.87			3.87
66	New Westminster Southern...	1.68				1.68			1.68
67	Orford Mountain..	0.50	1.50			2.00			2.00
68	Ottawa & New York.....	4.60				4.60			4.60
69	Philipsburg Ry. & Quarry Co.								
70	Pontiac & Renfrew.....								
71	Princeton Branch of Washington Ry. Co. (U.S.)	0.14				0.14			0.14
72	Qu'Appelle Long Lake & Saskatchewan								
73	Quebec Central.....								
74	Quebec & Lake St. John.....	33.21				33.21			33.21
75	Quebec Ry., Light & Power Co.	5.00				5.00			5.00
76	Quebec, Montreal & Southern...								
77	Red Mountain ...	3.93				3.93			3.93
78	Rutland & Noyan.....	0.50				0.50			0.50
79	Salisbury & Harvey.....								
80	Schomberg & Aurora.....	0.70				0.70			0.70
81	Stanstead, Shefford & Chambly.								
82	St. Clair Tunnel.....								
83	St. John Valley & Rivière du Loup.....								
84	St. Lawrence & Adirondack ...	4.55		2.54		7.09			7.09
85	Sydney & Louisburg (Dom. Coal Co.)	27.71				27.71		27.71	
86	St. Louis & Richibucto.....								
87	Temiscouata... ..	7.93				7.93			7.93
88	Temiscaming & North'rn Ontario	37.50				37.50			37.50
89	Thousand Islands.....	1.00				1.00			1.00
90	Toronto, Hamilton & Buffalo...	28.63	2.33			30.96			30.96
91	Vancouver Copper Co's Ry.....	0.25				0.25			0.25
92	Vancouver, Victoria & Eastern..	14.12				14.12	3.60		14.12
93	Vancouver, Westminster & Yukon.....	5.15				5.15			5.15
94	Victoria & Sydney, B.C.....	1.20				1.20			1.20
95	Victoria Terminal Ry. & Ferry Co.....	1.50				1.50			1.50
96	Wellington Colliery Co.....								
97	" Ladysmith Extension	7.94				7.94			7.94
98	York & Carleton.....								
Totals.....		3,885.62	144.48	58.73	3.08	4,091.91	131.89	84.12	4,007.79

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the Year ending June 30, 1907—All Tracks.

TOTAL MILEAGE OPERATED—ALL TRACKS.

Line Represented by Capital Stock.		Line of pro- prietary com- panies.	Line operated under lease.	Line operated under contract	Line operated under track- age rights.	Total mileage operated.	New line con- structed during year.	Rails.		Number.
Main line.	Branches and Spurs.							Iron.	Steel.	
83 56						83 56	83 56		83 56	59
55 42					4 70	60 12			55 42	60
65 00						65 00			65 00	61
37 50						37 50			37 50	62
84 30						84 30			84 30	63
6 75						6 75			6 75	64
16 37						16 37			16 37	65
25 78					1 48	27 26			25 78	66
48 50	1 50					50 00			50 00	67
61 50					1 90	63 40			61 50	68
6 00						6 00			6 00	69
4 25						4 25			4 25	70
5 24						5 24		02	5 22	71
250 02	3 94					253 96			253 96	72
222 00						222 00			222 00	73
274 21	5 40					279 61			279 61	74
35 00				2 00		37 00			37 00	75
143 75						143 75			143 75	76
13 52						13 52			13 52	77
3 89						3 89			3 89	78
45 00	5 00					50 00			50 00	79
15 10						15 10			15 10	80
43 00	3 23					46 23			46 23	81
2 25						2 25			2 25	82
6 00						6 00			6 00	83
37 37			15 84		8 70	61 91			53 21	84
67 01	13 44					80 45		27 71	52 74	85
7 00						7 00			7 00	86
120 93						120 93			120 93	87
176 40						176 40			176 40	88
7 08	0 25					7 33			7 33	89
110 55	6 12				4 36	121 03			116 67	90
12 00						12 00			12 00	91
88 88						88 88	32 49		88 88	92
19 96						19 96			19 96	93
17 46						17 46			17 46	94
19 88						19 88			19 88	95
10 75						10 75			10 75	96
17 88						17 88			17 88	97
5 75						5 75			5 75	98
18,590 38	3,832 78	992 20	4,012 53	183 18	185 73	27,796 80	1,278 43	94 68	27,516 39	

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TABLE 2.—SUMMARY of Single-track Railway Mileage owned in Provinces for the Year ending June 30, 1907.

NOVA SCOTIA.

Number.	Name of Railway.	Mileage owned in Nova Scotia on June 30.		Increase.	Decrease.
		1907.	1906.		
1	Canadian Government Railways—Intercolonial.....	483·03	481·05	1·98	
2	Cape Breton.....	31·00	31·00		
3	Cumberland Railway and Coal Co.....	32·00	32·00		
4	Dominion Atlantic, and.....	245·96	247·50		1·54
5	Windsor Branch of I.C.R.....	32·00	32·00		
6	Halifax and Southwestern.....	369·21	245·30	123·91	
7	Inverness Railway and Coal Co.....	65·50	61·00	4·50	
8	Liverpool and Milton.....	5·53	5·50	·03	
9	Nova Scotia Steel and Coal Co.'s Railway.....	12·50	12·50		
10	Sydney and Louisbourg (Dominion Coal Co.).....	52·74	53·99		1·25
				130·42	2·79
	Total.....	1,329·47	1,201·84	127·63	

* Included 4·84 miles of 'spurs'.

PRINCE EDWARD ISLAND.

Number.	Name of Railway.	Mileage owned in Prince Edward Isl'd on June 30.		Increase.	Decrease.
		1907.	1906.		
1	Canadian Government Railway—Prince Edward Island.....	267·50	267·50		

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NEW BRUNSWICK.

Number.	Name of Railway.	Mileage owned in New Brunswick on June 30.		Increase.	Decrease.
		1907.	1906.		
1	Albert Southern and Harvey Branch	19·00	19·00		
2	Beersville Coal and Railway Co.	8·63	8·63		
3	Buctouche and Moncton.	32·00	32·00		
4	Canada Coals and Railway Co.	12·00	12·00		
5	Canadian Government Railways—Intercolonial. . .	503·77	504·19		·42
6	Canadian Pacific.	440·20	440·90		·70
7	Caraquet, and	68·00	68·00		
8	Gulf Shore.	16·78	16·78		
9	Elgin and Havelock	28·00	28·00		
10	Hampton and St. Martin's.	30·00	30·00		
11	International of New Brunswick.	29·00	29·00		
12	Kent Northern, and.	27·00	27·00		
13	St. Louis and Richibucto.	7·00	7·00		
14	New Brunswick Coal and Railway Co.	58·00	58·00		
15	New Brunswick and Prince Edward Island.	36·00	36·00		
16	New Brunswick Southern	82·50	82·50		
17	Princeton Branch of Washington Co. Ry. (U.S.). . .	5·10	5·10		
18	Salisbury and Harvey.	50·00	45·00	5·00	
19	Temiscouata.	44·00	44·00		
20	York and Carleton.	5·75	5·75		
				5·00	1·12
	Total	1,502·73	1,498·85	3·88	

QUEBEC.

Number.	Name of Railway.	Mileage owned in Quebec on June 30.		Increase.	Decrease.
		1907.	1906.		
1	Atlantic and Lake Superior.....	100·00	100·00		
2	Atlantic, Quebec and Western (under construction).				
3	Canadian Government Railways—Intercolonial.....	464·39	466·42	.....	2·53
4	Canadian Pacific Railway and leased lines	939·80	939·40	40	
5	Carillon and Grenville	13·00	13·00		
6	Canadian Northern Quebec.....	251·60	251·10	50	
7	Grand Trunk System.....	451·40	451·40		
8	" " (Canada Atlantic Division)...	66·38	66·10	28	
9	Hereford.....	52·85	53·30	.....	45
10	Lotbinière and Megantic	30·00	30·00		
11	Massawippi Valley	35·46	35·46		
12	Montreal and Atlantic	163·40	163·40		
13	Montreal and Province Line.	61·13	58·60	2·53	
14	Montreal and Vermont Junction.....	23·60	23·60		
15	Orford Mountain.....	48·00	48·50	.....	50
16	Philipsburg Railway and Quarry Co.....	6·00	7·50	.....	1·50
17	Quebec Bridge and Railway Co. (under construction only.)				
18	Quebec Central.	222·00	213·50	8·50	
19	Quebec and Lake St. John.....	246·40	244·00	2·40	
20	Quebec Railway, Light and Power Co.....	26·00	*30·00	.....	4·00
21	Quebec, Montreal and Southern.. ..	143·75	143·75		
22	Rutland and Noyan	3·39	3·39		
23	Stanstead, Shefford and Chambly.....	46·23	43·00	3·23	
24	St. John Valley and River du Loup.....	6·00	6·00		
25	St. Lawrence and Adirondack.....	46·12	46·12		
26	Temiscouata.. ..	69·00	69·00		
	Total.....			17·84	8·48
		3,515·90	3,506·54	9·36	

*Included 4·00 miles 'sidings.'

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ONTARIO.

Number.	Name of Railway.	Mileage owned in Ontario on June 30.		Increase.	Decrease.
		1907.	1906.		
1	Algoma Central and Hudson Bay	89·64	§95·50	.....	5·86
2	Bay of Quinté.....	89·37	α93·37	.....	4·00
3	Bessemer and Barry's Bay.....	5·00	.....	5·00	
4	Brockville, Westport and North Western	45·00	45·00		
5	Bruce Mines and Algoma.....	17·28	17·28		
6	Campbellford, Lake Ontario and Western (under construction).				
7	Canada Southern	382·19	382·19		
8	Canadian Northern, Ontario.....	146·80	.....	146·80	
9	Canadian Northern.....	353·70	353·70		
10	Canadian Pacific and leased lines.....	2,623·30	2,473·30	150·00	
11	Central Ontario.....	126·89	125·00	1·89	
12	Grand Trunk (in Canada).....	2,655·63	2,659·73	.....	4·10
13	Grand Trunk (Canada Atlantic Division).....	385·44	387·80	.....	2·36
14	Indian River (under construction only).				
15	Irondale, Bancroft and Ottawa	48·00	48·00		
16	Kingston and Pembroke.....	109·80	†112·85	.....	3·05
17	London and Port Stanley.....	23·66	24·00	.....	·34
18	Lake Erie and Detroit River	198·81	*204·69	.....	5·88
19	Maganetawan River.....	1·91	1·91		
20	Manitoulin and North Shore	13·69	16·00	.....	2·31
21	Nosbonsing and Nipissing	5·50	5·50		
22	Ottawa and New York.....	56·90	56·90		
23	Marmora Railway and Mining Co.....	9·60	9·60		
24	Pontiac and Renfrew.....	4·25	4·25		
25	Schomberg and Aurora.....	14·40	14·40		
26	St. Clair Tunnel and approaches.....	2·25	2·25		
27	Temiskaming and Northern Ontario.....	138·90	113·00	25·90	
28	Thousand Islands.....	6·33	6·33		
29	Toronto, Hamilton and Buffalo.....	83·67	†86·37	.....	2·70
Total.....		7,637·91	7,338·92	329·59	30·60
				298·99	

*Included 6·75 miles 'trackage rights.' †Included 4·36 miles 'trackage rights.' ‡Included 7·40 miles 'spurs'. §Included 9·93 miles 'spurs.' αIncluded 4·00 miles 'spurs.'

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MANITOBA.

Number.	Name of Railway.	Mileage owned in Manitoba on June 30.		Increase.	Decrease.
		1907.	1906.		
1	Brandon, Saskatchewan and Hudson Bay.....	69·45	.....	69·45	
2	Canadian Northern.....	1,416·00	1,312·40	103·60	
3	Canadian Pacific..	1,512·00	1,467·80	44·20	
4	Midland of Manitoba	77·01	.....	77·01	
	Total	3,074·46	2,780·20	294·26	

SASKATCHEWAN.

Number.	Name of Railway.	Mileage owned in Saskatchewan on June 30.		Increase.	Decrease.
		1907.	1906.		
1	Canadian Northern.....	600·60	602·60	.....	2·00
2	Canadian Pacific.....	1,170·30	1,094·30	76·00	
3	Qu'Appelle, Long Lake and Saskatchewan.....	253·96	253·96		
	Total.....	2,024·86	1,950·86	74·00	

ALBERTA

Number	Name of Railway.	Mileage owned in Alberta on June 30.		Increase.	Decrease.
		1907.	1906.		
1	Alberta Railway and Irrigation Co.....	111·82	113·72	.....	1·90
2	Canadian Northern.....	214·20	169·80	44·40	
3	Canadian Pacific.....	991·00	947·00	44·00	
4	Edmonton, Yukon and Pacific.....	4·50	4·50		
5	Hillcrest Railway Coal and Coke Company.....	1·50	1·50	
				89·90	1·90
	Total.....	1,323·02	1,235·02	88·00	

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BRITISH COLUMBIA.

Number.	Name of Railway.	Mileage owned in British Columbia on June 30.		Increase.	Decrease.
		1907.	1906.		
1	Bedlington & Nelson.....	23·97	15·30	8 67	
2	British Yukon.....	31·22	32·22		1 00
3	Canadian Pacific.....	1,206·70	1,143·60	63 10	
4	Crow's Nest Southern.....	53·20	53·20		
5	Esquimalt and Nanaimo.....	78·00	78·00		
6	Kaslo and Slocan.....	31·73	31·08	·65	
7	Kettle River Valley.....	3·86	3·86		
8	Lenora Mount Sicker (now Vancouver Copper Co.).	11·75	12·50		·75
9	Morrissey, Fernie & Michel	10·85	10·85		
10	Nelson and Fort Sheppard.....	55·42	55·41	·01	
11	New Westminster Southern.....	24·10	24·10		
12	Red Mountain.....	9·59	9·59		
13	Vancouver, Victoria and Eastern.....	74·76	45·87	28·89	
14	Vancouver, Westminster and Yukon.....	14·81	14·81		
15	Victoria, Terminal Railway and Ferry Company....	18·38	18·40		·02
16	Victoria and Sidney.....	16·26	16·26		
17	Wellington Colliery Company's Railway.....	10·75	10·75		
18	" Ladysmith Extension.....	9·94		9·94	
				111·26	1·77
	Total.....	1,685·29	1,575·80	109·49	

YUKON TERRITORY.

Number.	Name of Railway.	Mileage owned in Yukon Territory on June 30.		Increase.	Decrease.
		1907.	1906.		
1	British Yukon.....	59·10	58·10	1·00	
2	Klondyke Mines.....	31·50	15·00	16·50	
	Total.....	90·60	73·10	17·50	

7-8 EDWARD VII., A. 1908

TABLE 3.—AMOUNT of Railway Capital at the

	1	2	3	4	5	6
	STOCKS.			FUNDED		
No.	Name of Railway.	Amount Out- standing.	Amount per Mile of Line.	Propor- tion to Total Railway Capital. 100 × Col. 2 Col. 12	Amount Out- standing. Cols. 8+9+10+11	Amount per Mile of Line.
		\$	\$	p. c.	\$	\$
1	Albert Southern.....	125,920	7,870	100·00	.....	.....
2	Harvey Branch.....	32,500	10,833	100·00	.....	.....
3	Alberta Ry. and Irrigation Co.	3,250,000	29,279	12·82	4,337,975	39,080
4	Algoma Central and Hudson Bay..	10,000,000	82,257	56·49	7,703,763	63,369
5	Atlantic and Lake Superior, includ- ing Baies des Chaleurs, Great East- ern and Ottawa Valley.....	.....	.....	.....	1,942,313	19,423
6	Atlantic, Quebec and Western (under construction).....	402,000	.....	26·33	1,125,101	.....
7	Bay of Quinté.....	1,395,000	15,620	61·34	880,000	9,846
8	Bedlington and Nelson.....	1,000,000	65,359	100·00	.....	.....
9	Beersville Coal and Ry. Co.	20,000	2,317	36·36	35,000	4,056
10	Bessemer and Barry's Bay.....	500,000	100,000	100·00	.....	.....
11	Brandon, Saskatchewan and Hud- son Bay.....	250,000	3,571	100·00	.....	.....
12	Brandon Transfer Co. (under con- struction).....	12,600	.....	100·00	.....	.....
13	British Yukon.....	2,934,119	32,486	63·04	1,719,810	19,041
14	Brockville, Westport and North- western.....	900,000	20,000	66·34	456,609	10,146
15	Bruce Mines and Algoma.....	99,000	5,729	33·79	194,000	11,226
16	Buctouche and Moncton.....	250,000	7,812	80·65	60,000	1,875
17	Burks Falls and French River (under construction).....	125,000	.....	100·00	.....	.....
18	Canada Atlantic (Grand Trunk)— Including Ottawa, Arnprior and Parry Sound.....	7,200,000	18,369	33·36	14,384,628	36,698
19	Central Counties.....	500,000	12,990	56·81	380,000	9·873
20	Pembroke Southern.....	178,000	8,334	54·27	150,000	7,022
21	Canada Coals and Ry. Co.....	466,000	38,833	100·00	.....	.....
22	Canada Southern.....	15,000,000	39,247	42·69	20,130,000	52,670
23	Canadian Govt. Rys.— Intercolonial.....	.....	.....	.....	.....	.....
24	Prince Edward Island.....	.....	.....	.....	.....	.....
25	Canadian Northern, including Win- nipeg Great Northern, Port Arthur, Duluth and Western, Manitoba and Southeastern, Lake Manitoba Ry. and Canal Co., Ontario and Rainy River.....	30,750,000	13,697	39·91	48,285,985	20,617
26	Canadian Northern Ontario.....	250,000	1,666	·80	3,000,000	20,000
27	Canadian Northern Quebec.....	7,550,000	27,494	47·28	8,418,246	30,656
28	Canadian Pacific, owned.....	165,616,666	18,643	52·72	148,523,534	16,719
29	Canada Central.....	.....	.....	.....	973,333	3,625
30	North Shore (Montreal to Que- bec).....	.....	.....	.....	616,120	3,000
31	Montreal and Western.....	5,000	75	1·40	353,708	5,287
32	Leased—Atlantic and Northwest.	3,416,000	9,877	33·52	6,775,066	19,586
33	British Columbia Southern....	172,200	855	15·10	967,500	4,807
34	Calgary and Edmonton.....	1,000,000	2,270	11·26	7,458,894	16,937
35	Cap de la Madeleine.....	20,000	8,571	100·00	.....	.....
36	Columbia and Kootenay.....	25,000	420	2·00	1,277,500	21,470
37	Columbia and Western.....	1,000,000	6,365	14·94	5,691,000	36,225
38	Credit Valley (in Ontario and Quebec).....	.....	.....	.....	.....	.....

SESSIONAL PAPER No. 20b

Close of the Year ending June 30, 1907.

7	8	9	10	11	12	13	
DEBT.	DESIGNATION OF FUNDED DEBT.				SUMMARY.		
Proportion to Total Railway Capital. 100 × Col. 5 Col. 12	Bonds.	Mis- cellaneous Obligations.	Income Bonds.	Equipment Trust Obligations.	Total Railway Capital. Cols. 2 + 5	Amount per Mile of Line. Cols. 3 + 6	No.
p. c.	\$	\$	\$	\$	\$	\$	
					125,920	7,870	1
					32,500	10,833	2
57·18	4,337,975				7,587,975	68,359	3
43·51	6,750,000	953,753			17,703,763	145,626	4
100·00	1,942,313				1,942,313	19,423	5
73·67	1,125,101				1,527,101		6
38·66	880,000				2,275,000	25,466	7
					1,000,000	65,359	8
63·64	35,000				55,000	6,373	9
					500,000	100,000	10
					250,000	3,571	11
					12,600		12
36·96	1,719,810				4,653,929	51,527	13
33·66	450,000			6,609	1,356,609	30,146	14
66·21	194,000				293,000	16,955	15
19·35		6,000			310,000	9,687	16
					125,000		17
66·64	14,384,628				21,584,628	55,067	18
43·19	380,000				880,000	22,863	19
45·73	150,000				328,000	15,356	20
					466,000	38,833	21
57·31	20,130,000				35,130,060	91,917	22
							23
							24
60·09	39,974,367	2,000,000		6,311,618	79,035,985	34,314	25
99·20	3,000,000				3,250,000	21,666	26
52·72	8,418,246				15,968,246	58,150	27
47·28	146,283,498			2,240,036	314,140,200	35,362	28
100·00	973,333				973,333	3,625	29
100·00	616,120				616,120	3,000	30
98·60	353,708				358,708	5,362	31
66·48	6,775,066				10,191,066	29,463	32
84·90	967,500				1,139,700	5,662	33
88·74	7,458,894				8,458,894	19,207	34
					20,000	8,571	35
98·00	1,277,500				1,302,500	21,890	36
85·06	5,691,500				6,691,000	42,590	37
							38

7-8 EDWARD VII., A. 1908

TABLE 3.—AMOUNT of Railway Capital at the

	1	2	3	4	5	6
		STOCKS.			FUNDED	
No.	NAME OF RAILWAY.	Amount Out- standing.	Amount per Mile of Line.	Propor- tion to Total Railway Capital. 100 × Col. 2 Col. 2	Amount Out- standing. Cols. 8+9+10+11	Amount per Mile of Line.
		\$	\$	p. c.	\$	\$
	Can. Pac. Ry.—Leased Lines—Con.					
39	Fredericton	319,280	14,447	76·17	100,000	4,525
40	Great Northwest Central.....	500,000	4,475	26·66	1,375,000	12,309
41	Guelph and Goderich.....	125,000	3,623	6·00	2,002,500	58,043
42	Guelph Junction.....	21,000	1,354	10·82	173,000	11,161
43	Kootenay and Arrowhead.....				780,000	23,494
44	Lindsay, Bobcaygeon & Ponty- pool.....	200,000	5,168	28·56	500,000	12,919
45	Manitoba and Northwestern...	6,562,500	19,730	58·51	4,655,940	13,990
46	Manitoba and Southwestern Colonization	700,000	3,254	21·10	2,616,000	12,162
47	Montreal and Lake Maskinongé	25,000	2,272	19·99	100,000	9,090
48	Montreal and Ottawa.....	22,500	240	1·35	1,636,250	17,500
49	Nakusp and Slocan.....	300,000	8,219	31·67	647,074	17,728
50	New Brunswick	4,780,800	10,858	37·93	7,821,127	17,763
51	New Brunswick and Canada ..	2,179,867	18,318	92·77	170,000	1,429
52	Nicola, Kamloops and Similka- meen.....	250,000	5,319	100·00		
53	Northern Colonization.....	300,000	12,765	41·78	418,000	17,787
54	Ontario and Quebec.....	2,000,000	2,946	9·26	19,502,591	28,871
55	Ottawa, Northern and Western	1,300,000	8,207	30·00	3,075,000	19,413
56	Shuswap and Okanagan	750,000	14,763	40·00	1,139,253	22,426
57	St. John Bridge and Railway Extension.....	200,000	100,000	61·54	125,000	62,500
58	St. John and Maine	2,654,153	28,296	92·43	216,664	2,310
59	St. Lawrence and Ottawa.....	789,909	13,549	44·79	973,334	16,695
60	St. Stephen and Milltown....	50,000	10,869	100·00		
61	Tilsonburg, Lake Erie and Pacific.....	400,000	11,976	31·37	875,000	26,197
62	Tobique Valley	29,900	1,068	9·65	280,600	10,000
63	Toronto, Grey and Bruce	785,490	4,127	18·32	3,500,000	18,392
64	Vancouver and Lulu Island ..	25,000	1,480	8·20	280,000	16,568
65	West Ontario Pacific.....	21,000	789	100·00		
66	Central Railway of Canada (under construction).....	526,000		100·00		
67	Cape Breton.....	1,000,000	32,258	100·00		
68	Caraquet	950,000	13,970	64·65	519,297	7,352
69	Carillon and Grenville... ..	200,000	15,385	100·00		
70	Central Ontario.	750,000	6,000	25·42	2,200,000	17,600
71	Crow's Nest Southern	120,000	2,256	100·00		
72	Cumberland Railway and Coal Co..	1,000,000	31,250	100·00		
73	Dominion Atlantic, including Windsor and Annapolis, Corn- wallis Valley, Western Counties, Midland of Nova Scotia	2,433,333	9,892	30·79	5,468,674	22,230
74	Edmonton, Yukon and Pacific	125,000	27,777	100·00		
75	Elgin and Havelock	44,900	1,603	47·29	50,000	1,786
76	Esquimalt and Nanaimo	2,500,000	32,051	100·00		
77	Grand Trunk (in Canada).....	214,046,255	72,663	65·68	111,880,515	37,981
78	Including Beauharnois Junction.					
79	Brantford, Norfolk and Port Burwell.....					
80	Buffalo and Lake Huron.....	2,555,657	15,224	39·78	3,716,955	23,043
81	Cobourg, Blairton and Marmora					
82	Grand Trunk, Georgian Bay and Lake Erie					

7-8 EDWARD VII., A. 1908

TABLE 3.—AMOUNT of Railway Capital at the

No.	1	2	3	4	5	6
	NAME OF RAILWAY.	STOCKS.			FUNDED	
		Amount Out- standing.	Amount per Mile of Line.	Propor- tion to Total Railway Capital. 100 × Col. 2 Col. 12	Amount Out- standing. Cols. 8+9+10+11	Amount per Mile of Line.
		\$	\$	p. c.	\$	\$
83	Grand Trunk— <i>Con.</i> Grand Junction, Belleville and North Hastings.. . . .					
84	Great Western				13,252,809	23,581
85	Hamilton and Northwestern ..					
86	London, Huron and Bruce....					
87	Midland, Ontario				6,086,253	36,664
88	Montreal and Champlain Junc- tion					
89	Northern.....				1,764,605	10,825
90	North Simcoe					
91	Northern and Pacific Junction.					
92	Owen Sound Branch.....				100,000	8,064
93	South Norfolk.....					
94	Toronto Belt Line	50,000	3,862	9.76	462,500	35,692
95	Toronto and Nipissing.....					
96	Lake Simcoe Junction					
97	Victoria.....					
98	Waterloo Junction.....					
99	Wellington, Grey and Bruce..				384,467	2,288
100	Whitby, Port Perry & Lindsay					
101	Grand Trunk Pacific (under con- struction).....	24,940,000		41.55	35,075,671	
102	Gulf Shore.....	6,250	390	100.00		
103	Halifax and Southwestern, includ- ing Halifax and Yarmouth, Mid- dleton and Victoria Beach	1,000,000	2,708	19.00	4,334,843	11,741
104	Hampton and St. Martins.....	99,000	3,300	52.38	90,000	3,000
105	Hereford.....	800,000	15,137	50.00	800,000	15,137
106	Huron and Ontario (under construc- tion).....	3,000,000		95.24	150,000	
107	Indian River (under construction).	15,000		100.00		
108	Inverness Ry. and Coal Co.....	7,500,000	111,504	78.00	2,115,000	32,290
109	Irondale, Bancroft and Ottawa....	53,500	1,114	10.60	450,000	9,375
110	International of New Brunswick (under construction).....	1,320,000		59.56	896,000	
111	Kaslo and Slocan.....	1,000,000	31,516	57.15	750,000	23,637
112	Kent Northern, and	75,000	2,777	60.00	50,000	1,851
113	St. Louis and Richibucto.....	20,000	2,857	100.00		
114	Kettle River Valley	375,000	9,375	72.81	140,000	3,500
115	Kingston and Pembroke	3,393,550	30,907	85.57	572,000	5,209
116	Klondyke Mines.....	1,375,000	44,354	55.87	1,086,210	35,039
117	Lake Erie and Detroit River....	1,400,000	7,042	45.69	3,064,000	15,412
118	London and Port Stanley	1,332,854	56,409	100.00		
119	Lenora Mount Sicker (now The Vancouver Copper Co.)	101,223	8,435	100.00		
120	Liverpool and Milton.....	30,300	5,501	85.84	5,000	91
121	Lotbinière and Megantic.....	50,000	1,666	100.00		
122	Maganetawan River.....	30,000	15,706	100.00		
123	Manitoba (Canadian Northern)....	1,432,200	4,086	20.43	5,576,800	15,911
124	Manitoulin and North Shore	200,000	13,271	32.92	408,842	27,129
125	Marmora Ry. and Mining Co.....	115,421	11,542	53.11	100,000	10,000
126	Massawippi Valley	800,000	22,560	100.00		
127	Midland of Manitoba.....	10,000	130	100.00		
128	Montreal and Atlantic.....	3,200,000	31,098	71.31	1,065,000	12,500
129	Lake Champlain and St. Lawrence Junction.	600,000	9,917	61.35	378,000	6,248

RAILWAY STATISTICS

SESSIONAL PAPER No. 20b

Close of the Year ending June 30, 1907—Continued.

	8	9	10	11	12	13	
DEBT.	DESIGNATION OF FUNDED DEBT.				SUMMARY.		
Proportion to Total Railway Capital. 100 × Col. 5 Col. 12	Bonds.	Mis- cellaneous Obligations.	Income Bonds.	Equipment Trust Obligations.	Total Railway Capital. Cols. 2+5	Amount per Mile of Line. Cols. 3+6	No.
p. c.	\$	\$	\$	\$	\$	\$	
100·00	13,252,809				13,252,809	23,581	83
							84
							85
100·00	6,086,253				6,086,253	36,66	86
							87
							88
100·00	1,764,605				1,764,605	10,825	89
							90
100·00	100,000				100,000	8,064	91
							92
90·24	462,500				512,500	39,554	93
							94
							95
							96
							97
100·00	384,467				384,467	2,288	98
							99
							100
58·45	35,075,671				60,015,671		101
					6,250	390	102
81·00	4,334,843				5,334,843	14,449	103
47·62	90,000				189,000	6,300	104
50·00	800,000				1,600,000	30,274	105
4·76		150,000			3,150,000		106
					15,000		107
22·00	2,115,000				9,615,000	146,794	108
89·40	450,000				503,500	10,489	109
40·44	896,000				2,216,000		110
42·85	750,000				1,750,000	55,153	111
40·00	50,000				125,000	4,628	112
					20,000	2,857	113
27·19	140,000				515,000	12,875	114
14·43	572,000				3,965,550	36,116	115
44·13	930,000		156,210		2,461,210	79,393	116
54·31	3,000,000			64,000	4,464,000	22,454	117
					1,332,854	56,409	118
					101,223	8,435	119
14·16	5,000				35,300	5,592	120
					50,000	1,666	121
					30,000	15,706	122
79·57	5,576,800				7,009,000	19,997	123
67·08	405,000	3,842			608,842	40,400	124
46·89	100,000				215,421	21,542	125
					800,000	22,560	126
					10,000	130	127
28·69	1,065,000				4,265,000	43,598	128
38·65	378,000				978,000	16,165	129

7-8 EDWARD VII., A. 1908

TABLE 3.—Amount of Railway Capital at the

No.	1 NAME OF RAILWAY.	2	3	4	5	6
		STOCKS.			FUNDED.	
		Amount Out- standing.	Amount per Mile of Line.	Proportion to Total Railway Capital.	Amount Out- standing.	Amount per Mile of Line.
				100 × Col. 2		
				Col. 12.	Cols. 8+9+10+11	
		\$	\$	p. c.	\$	\$
130	Montreal and Province Line.	1,000,000	17,064	83 33	200,000	3,412
131	Montreal and Vermont Junction.	1,000,000	42,372	100 00		
132	Morrissey, Fernie and Michel.	1,118,000	192,096	93 91	72,500	12,457
133	Nelson and Fort Sheppard.	1,500,000	27,066	53 71	1,293,000	23,331
134	New Brunswick and P. E. Island.	214,850	5,968	74 51	73,500	2,042
135	New Brunswick Southern.	49,000	581	9 00	500,000	5,931
136	† New Brunswick Coal and Ry. Co.					
137	New Westminster Southern.	600,000	24,896	100 00		
138	Nosbonsing and Nipissing.	250,000	45,454	100 00		
139	Nova Scotia Steel and Coal Co.	*			*	
140	Orford Mountain.	50,000	1,042	7 00	702,000	14,625
141	Ottawa and New York	,000,000	17,575	38 46	1,600,000	28,119
142	Pacific, Northern and Omenica (under construction).	60,000		100 00		
143	Phillipsburg Ry. and Quarry Co.	124,500	20,750	93 62	8,500	1,416
144	Pontiac and Renfrew	20,000	4,706	100 00		
145	Princeton Branch of Washington Co. Railway.	86,950	17,049	50 00	86,950	17,049
146	Qu'Appelle, Long Lake and Sas- katchewan.	201,000	791	4 25	4,520,690	17,800
147	Quebec Bridge and Ry. Co.	265,585		5 00	5,016,453	
148	Quebec Central.	3,381,603	15,232	37 63	5,604,633	25,246
149	Quebec and Lake St John.	4,524,000	18,850	37 52	7,532,627	31,386
150	Quebec Ry. Light and Power Co.	2,500,000	96,153	49 00	2,512,036	96,615
151	Quebec and New Brunswick (under construction).	387,900		100 00		
152	Quebec, Montreal and Southern.	1,000,000	7,000	100 00		
153	Red Mountain.	190,600	19,770	47 80	217,000	21,585
154	Rutland and Noyan.	100,000	29,498	50 00	100,000	29,498
155	Salisbury and Harvey.	150,000	3,333	100 00		
156	Schomberg and Aurora.	250,000	1,736	45 45	300,000	2,023
157	Stanstead, Shefford and Chambly.	608,750	14,156	46 60	697,461	16,220
158	St. Clair Tunnel	350,000	155,556	12 28	2,500,000	1,111,111
159	St. John Valley and River du Loup (under construction).	34,932		100 00		
160	St. Lawrence and Adirondack.	1,230,654	37,497	57 37	914,418	27,862
161	Sydney and Louisburg.	*			*	
162	Temiskaming and Northern Ontario	\$				
163	Temiscouata.	991,000	8,770	28 50	2,484,190	22,000
164	Thousand Islands.	60,000	8,185	51 85	58,000	7,913
165	Toronto, Hamilton and Buffalo.	2,500,000	28,399	36 90	4,280,000	48,619
166	Trans-Canada (under construction).	37,700		100 00		
167	Vancouver, Victoria and Eastern.	50,000	668	100 00		
168	Vancouver, Westminster and Yukon	102,200	6,900	100 00		
169	Victoria and Sidney, B.C.	223,000	13,714	42 60	300,000	18,450
170	Victoria Terminal Ry. and Ferry Co.	10,200	56	100 00		
171	Wellington Colliery Co.	2,000,000	186,046	100 00		
172	York and Carleton.	34,320	5,968	100 00		
	Final Total.	588,568,591			583,369,217	

* General capital of the Coal Company which cannot be divided.
† Operated by New Brunswick Government Commission.
** General capital of the Dominion Coal Co.
§ Constructed and operated by the Ontario Government Commission.

SESSIONAL PAPER No. 20b

Close of the Year ending June 30, 1907—*Concluded.*

7	8	9	10	11	12	13	
DEBT.	DESIGNATION OF FUNDED DEBT.				SUMMARY.		No.
Proportion to Total Railway Capital. $100 \times \text{Col. 5}$ Col. 12.	Bonds.	Miscellaneous Obligations.	Income Bonds.	Equipment Trust Obligations.	Total Railway Capital. Cols. 2+5.	Amount per Mile of Line. Cols. 3+6.	
p. c.	\$	\$	\$	\$	\$	\$	
16.67	200,000				1,200,000	20,476	130
					1,000,000	42,372	131
6.09	72,500				1,190,500	204,553	132
46.29	1,293,000				2,793,000	50,397	133
25.49	73,500				288,350	8,010	134
91.00	500,000				549,000	6,512	135
							136
					600,000	24,896	137
					250,000	45,454	138
					*		139
93.00	702,000				752,000	15,667	140
61.54	1,325,000		275,000		2,600,000	45,694	141
					60,000		142
6.38	8,500				133,000	22,166	143
					20,000	4,706	144
50.00	86,950				173,900	34,098	145
95.75	4,520,690				4,721,690	18,591	146
95.00	5,016,453				5,282,038		147
62.37	3,247,707	711,993	1,614,933		8,986,236	40,478	148
62.48	4,416,013		3,116,614		12,056,627	50,236	149
51.00	2,500,000			12,036	5,012,036	192,678	150
					387,900		151
					1,000,000	7,000	152
52.20	217,000				407,600	41,355	153
50.00	100,000				200,000	58,996	154
					150,000	3,333	155
54.55	300,000				550,000	3,819	156
53.40	697,461				1,306,211	30,376	157
87.72	2,500,000				2,850,000	1,266,667	158
					34,932		159
42.63	914,418				2,145,072	65,359	160
					*		161
					†		162
71.50	2,240,857	243,333			3,475,190	30,770	163
48.15	50,000	8,000			118,000	16,098	164
63.10	4,280,000				6,780,000	77,018	165
					37,700		166
					50,000	668	167
					102,200	6,900	168
57.40	300,000				523,000	32,164	169
					10,200	56	170
					2,000,000	186,046	171
					34,320	5,968	172
	564,824,966	4,717,195	5,192,757	8,634,299	1,171,937,808		

7-8 EDWARD VII., A. 1908

TABLE 4.—Statement of Aid, granted and paid to Railways,

Name of Railway.	BY DOMINION GOVERNMENT.			Name of Province.	Bonus Granted.
	Bonus Granted.	Bonus Paid up.	Loan.		
	\$ cts.	\$ cts.	\$ cts.		\$ cts.
Albert Southern—Harvey { Branch	50,460 00 5,553 57	50,460 00 5,553 57	.....	New Brunswick..	48,680 9,000 00
Alberta Ry. & Irrigation Co	148,094 00	148,094 00	.....	.....	.....
Algoma Central & Hudson Bay.....	1,440,000 00	924,976 00	.....	.....	.....
Atlantic & Lake Superior, including Baie des Chaleurs.....	766,490 84	766,490 84	.....	Quebec	1,415,000 00
Great Eastern.....	40,345 00	40,345 00	.....	" .....	156,000 00
Ottawa Valley.....	21,600 00	21,600 00	.....	" .....	25,390 00
Atlantic, Quebec & Western (under construction)....	.....	.....	.....	.....	.....
Bay of Quinté, including Kingston, Napanee & Western.....	141,722 45 208,732 80	141,722 45 208,732 80	.....	Ontario.....	84,000 00
Bedlington & Nelson..(Nil)	.....	.....	.....	" .....	.....
Beersville Coal & Ry. Co....	20,736 00	20,736 00	.....	New Brunswick..	16,200 00
Brandon, Saskatchewan & Hudson Bay.....(Nil)	.....	.....	.....	.....	.....
British Yukon.....(Nil)	.....	.....	.....	.....	.....
Brockville, Westport & North Western.....	140,800 00	140,800 00	.....	Ontario...., ..	.....
Bruce Mines & Algoma....	53,920 00	53,920 00	.....	" .....	50,918 00
Buctouche & Moncton.	102,400 00	101,600 00	.....	New Brunswick..	96,000 00
Campbellford, Lake Ontario & Western.....(Nil)	.....	.....	.....	.....	.....
Can. Atlantic (now Grand) Trunk system) includ'g f	282,355 20	282,355 20	.....	Ontario.....	270,000 00
Ottawa, Arnprior & Parry Sound & Parry S'nd Col'n Central Counties.....	932,512 00	932,512 00	.....	Quebec.....	200,000 00
Pembroke Southern	64,000 00	64,000 00	.....	Ontario.....	577,326 06
Canada Coals & Ry. Co....	37,500 00	37,500 00	.....	" .....	55,500 00
Canada Southern, including Sarnia, Chatham & Erie..	.....	.....	.....	Nova Scotia.....	35,200 00
Leamington & St. Clair..	51,200 00	51,200 00	.....	Ontario .....	.....
Canadian Government Railways :	.....	.....	.....	" .....	147,859 00
Intercolonial.....	.....	.....	.....	.....	.....
Prince Edward Island..	.....	.....	.....	.....	.....
Fredericton & St. Mary's Bridge Co....	30,000 00	30,000 00	.....	.....	.....
Canada Eastern.	374,839 84	374,839 84	.....	.....	.....
Drummond County.....	423,936 00	423,936 00	.....	.....	.....
Canadian Nort'n, including Winnipeg Great Northern	374,606 00	374,606 00	.....	.....	.....
Port Arthur, Duluth & Western....	271,200 00	271,200 00	.....	Ontario.....	255,571 00
Manitoba & South Eastern Lake Manitoba Ry. & Canal Co .....	.....	.....	.....	.....	.....
Ontario & Rainy River...	1,534,526 00	1,534,526 00	.....	Ontario.....	1,072,800 00
Canadian Northern Ontario.	1,696,000 00	1,221,120 00	.....	" .....	.....
Canadian Northern Quebec.	1,522,983 31	1,380,248 06	.....	Quebec	1,194,129 46
Can. Pacific—owned:—	*10,189,521 00	*10,189,521 00	.....	Manitoba.....	375,377 50
Canada Central	29,412,922 00	29,412,922 00	.....	British Columbia	37,500 00
Lake Temiskaming Col'n North Shore (Montreal to Quebec)	1,525,250 00	1,525,250 00	.....	Ontario.....	1,479,000 00
Montreal & Western.....	310,335 95	310,335 95	.....	Quebec.....	350,076 82
Quebec, Montreal, Ottawa & Occidental (Montreal to Ottawa)....	†1,500,000 00	1,500,000 00	.....	.....	.....
.....	361,270 00	361,270 00	.....	Quebec.....	472,500 00
.....	‡	.....	.....	" .....	727,000 00

* This amount was paid to the Company for 6,793,014 acres land relinquished.
† Dominion Government pays to Quebec Government 5 p.c. on \$954,000 additional.

SESSIONAL PAPER No. 20b

by Governments and Municipalities to June 30, 1907.

By Provincial Governments.			By Municipalities.			
Bonus Paid up.	Loan.	Subscription to Shares.	Bonus Granted.	Bonus Paid up.	Loan.	Subscription to Shares.
\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
48,680 00						
9,000 00						
840,000 00			40,500 00			
82,699 25						
24,500 00			10,000 00	9,000 00		
84,000 00			197,990 73	197,990 73		
16,200 00						
			116,000 00	116,000 00		
50,918 00			500 00	500 00		
94,500 00						
270,000 00						
200,000 00			154,392 00	152,900 00		32,000 00
577,326 06						
			24,000 00	24,000 00		
55,500 00			20,000 00	20,000 00		
35,200 00						
			322,500 00	322,500 00		
147,859 00						
255,571 00			40,000 00	40,000 00		
1,072,800 00			50,000 00	50,000 00		
			20,000 00	20,000 00		
1,194,129 46			72,000 00	72,000 00		200,000 00
372,157 50			572,500 00	464,761 29		
37,500 00						
1,479,000 00						42,500 00
350,076 82						
472,500 00						
727,000 00	1,176,956 00		25,000 00	25,000 00	771,644 62	

‡ Dominion Government pays to Quebec Government 6 p.c. on \$1,440,000.
** Ontario Government guarantees bonds, 268 miles at \$20,000 per milé.

7-8 EDWARD VII., A. 1908

No. 4.—STATEMENT of Aid, granted and paid to Railways,

Name of Railway.	BY DOMINION GOVERNMENT.			Name of Province.	Bonus Granted.
	Bonus Granted.	Bonus Paid up.	Loan.		
	\$ cts.	\$ cts.	\$ cts.		\$ cts.
Canadian Pacific—Leased:					
Atlantic & North-West...	3,358,800 00	3,358,800 00	}	Quebec	711,122 02
British Columbia South'rn	156,800 00	156,800 00			
Calgary & Edmonton					
Cap de la Madeleine	7,424 00	7,424 00			
Columbia & Kootenay	88,800 00	88,800 00			
Columbia & Western					
Credit Valley				Ontario	531,000 00
Fredericton				New Brunswick	230,000 00
Great North West Centr'l					
Guelph & Goderich				Ontario	
Guelph Junction	51,200 00	46,000 00		"	
Lindsay, Bobcaygeon & Pontypool	185,173 06	185,173 06		"	52,500 00
Manitoba & Northwestern				Manitoba	
Manitoba Southwestern Colonization					
Montreal & Lake Maskinonge	41,280 00	41,280 00		Quebec	87,750 00
Montreal & Ottawa	192,000 00	192,000 00		Ontario	100,000 00
Nakusp & Slocan	121,600 00	117,760 00		Quebec	182,210 00
Hampton & St. Martins	†83,612 54	†83,612 54		British Columbia	
Hereford, including Dominion Lime Co's line				New Brunswick	145,600 00
Indian River (projected line only)	170,560 00	170,560 00		Quebec	103,000 00
Inverness Ry. & Coal Co.	627,000 00	368,545 97		Nova Scotia	272,000 00
Irondale, Bancroft & Ottawa	144,000 00	144,000 00		Ontario	315,000 00
International of New Brunswick	178,408 07	178,408 07		New Brunswick	75,000 00
Kaslo & Slocan (Nil)					
Kent Northern & St. Louis & Richibucto	*58,334 27	*58,334 27		New Brunswick	135,000 00
Kettle River Valley (Nil)	22,400 00	22,400 00		"	21,000 00
Kingston & Pembroke	48,000 00	48,000 00		Ontario	456,493 00
Klondyke Mines	197,184 00	197,184 00			
L'Assomption (road abandoned)	11,200 00	11,200 00			
Lake Erie & Detroit River, London & Port Stanley (leased)	571,851 00	571,851 00		Ontario	83,000 00
Lenora Mount Sicker				"	
Liverpool & Milton (Nil)					
Lotbinière & Megantic	96,000 00	96,000 00		Quebec	126,994 00
Marmora Ry. & Mining Co.	30,720 00	30,720 00		Ontario	19,149 39
Maganetawan River	3,552 00	3,552 00		"	10,000 00
Manitoba (Canadian Northern, leased line)				Manitoba	641,575 25
Manitoulin & North Shore	32,000 00	32,000 00			
Massawippi Valley	5,376 00	5,376 00		Quebec	
Montreal & Atlantic, including Lake Champlain & St. Lawrence Junction				"	444,000 00
Montreal & Province line	58,560 00	58,560 00		"	250,280 00
Montreal & Vermont Junction				"	231,122 00
Morrissey, Fernie & Michel					
Nelson & Fort Sheppard (Nil)					
New Brunswick & Prince Edward Island	113,440 00	113,440 00		New Brunswick	99,708 90
New Brunswick Southern				"	413,000 00

* Including loan of used iron rails.

† Used iron rails.

SESSIONAL PAPER No. 20b

by Governments and Municipalities, &c.—*Continued.*

BY PROVINCIAL GOVERNMENTS.			BY MUNICIPALITIES.			
Bonus Paid up.	Loan.	Subscription to Shares.	Bonus Granted.	Bonus Paid up.	Loan.	Subscription to Shares.
\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
699,192 08						325,000 00
531,000 00			1,085,000 00	1,085,000 00		
230,000 00			80,000 00	80,000 00		
			31,000 00	31,000 00		193,000 00
52,500 00			73,000 00	73,000 00		
			215,600 00	215,600 00		
	900,000 00					
87,750 00						
100,000 00						
182,210 00			5,300 00	5,300 00		
	647,074 00					
145,600 00						
60,500 00						
233,000 00			100,000 00	50,000 00		
135,000 00						
75,000 00			5,000 00	5,000 00		
135,000 00						
21,000 00						
456,493 00			491,000 00	491,000 00		
83,000 00			356,500 00	356,500 00		
					1,332,854 00	414,000 00
126,994 00						
19,149 39						
10,000 00						
641,575 25						
						65,000 00
315,891 89						528,000 00
250,280 00			51,000 00	36,000 00		
231,122 00			25,000 00	25,000 00		
99,708 00						
413,000 00			3,000 00	3,000 00		

7-8 EDWARD VII., A. 1908

TABLE 4.—Statement of Aid, Granted and Paid to Railways,

Name of Railway.	BY DOMINION GOVERNMENT.			Name of Province.	Bonus Granted.
	Bonus Granted.	Bonus Paid up.	Loan.		
	\$ cts.	\$ cts.	\$ cts.		\$ cts.
New Brunswick Coal & Ry. Co.....	190,400 00	190,400 00	.....	New Brunswick..	139,000 00
New Westminster Southern Nosbonsing & Nipissing(Nil)	.....	.....	.....	.....	.....
Nova Scotia Steel & Coal Co's. Line.....	40,000 00	39,840 00	.....	Nova Scotia.....	40,000 00
Orford Mountain	168,814 50	168,814 50	.....	Quebec.....	138,881 92
Ottawa & New York.	262,384 00	262,384 00	.....	Ontario.....	35,000 00
Phillipsburg Ry. & Quarry Co	23,712 00	23,712 00	.....	Quebec.....	25,667 00
Pontiac & Renfrew	13,600 00	13,600 00	.....	" .....	17,433 60
Princeton Branch of Wash- ington Co. Ry.....	.....	.....	.....	.....	.....
Qu'Appelle, Long Lake & Saskatchewan .....	.....	.....	.....	.....	.....
Quebec Bridge and Railway Co	374,353 33	374,353 33	.....	Quebec..	250,000 00
Quebec Central.....	398,342 00	348,342 00	.....	" .....	1,076,123 14
Quebec & Lake St. John...	1,454,695 00	1,160,471 50	.....	" .....	2,533,000 00
Quebec, Montmorency & Charlevoix	96,000 00	96,000 00	.....	" .....	306,945 50
Quebec & New Brunswick (under construction).....	201,600 00	.....	.....	New Brunswick..	45,000 00
Quebec, Montreal & South- ern, including.	188,816 00	188,816 00	.....	Quebec.....	210,000 00
United Counties, East Richelieu Valley.....	69,952 00	69,952 00	.....	" .....	115,215 00
South Shore.....	296,998 38	296,998 38	.....	" .....	276,645 00
Red Mountain.....(Nil)	.....	.....	.....	.....	.....
Rutland & Noyan.....(Nil)	.....	.....	.....	.....	.....
Salisbury & Harvey.....	*29,665 45	29,391 01	.....	New Brunswick..	455,000 00
Schomberg & Aurora.....	48,000 00	46,144 00	.....	.....	.....
Shediac & Coast .. ..(Nil)	.....	.....	.....	.....	.....
Stanstead,Shefford & Cham- bly .. .. ..(Nil)	.....	.....	.....	.....	.....
St. Clair Tunnel and ap- proaches.....	375,000 00	375,000 00	.....	.....	.....
St. John Valley & River du Loup .. .. ..(Nil)	.....	.....	.....	.....	.....
St. Lawrence & Adirondack	149,481 60	149,481 60	.....	Quebec	70,400 00
Sydney & Louisburg, (Dom- Coal Co's. Line)	89,600 00	87,808 00	.....	Nova Scotia.	87,808 00
Temiskaming & Northern Ontario .. .....	.....	.....	.....	.....	.....
Temiscouata	645,950 00	645,950 00	.....	{ Quebec... ..	362,250 00
Thousand Islands.....	61,200 00	29,840 00	.....	{ New Brunswick..	66,000 00
Toronto,Hamilton & Buffalo	57,600 00	57,600 00	.....	Ontario .....	.....
Trans-Canada, (under con- struction) .. .....	.....	.....	.....	" .....	.....
Vancouver, Victoria & East- ern.....(Nil)	.....	.....	.....	.....	.....
Vancouver, Westminster & Yukon.....(Nil)	.....	.....	.....	.....	.....
Victoria & Sidney .....	.....	.....	.....	British Columbia	300,000 00
Victoria Terminal Ry. & Ferry Co.....(Nil)	.....	.....	.....	.....	.....
Wellington Colliery Co., B.C.....(Nil)	.....	.....	.....	.....	.....
York & Carleton.....	18,336 00	18,336 00	.....	New Brunswick..	18,997 00
Grand total.....	75,058,960 86	72,807,471 64	15,576,533 33	.....	29,786,425 32

*Includes \$14,665.45 used iron rails.

SESSIONAL PAPER No. 20b

by Governments and Municipalities, &c.—Continued

BY PROVINCIAL GOVERNMENTS.			BY MUNICIPALITIES.			
Bonus Paid Up.	Loan.	Subscription to Shares.	Bonus Granted.	Bonus Paid up.	Loan.	Subscription to Shares.
\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
139,000 00						
40,000 00			4,000 00	4,000 00		
138,884 92			3,000 00	3,000 00		
35,000 00			85,000 00	85,000 00		
25,667 00						
17,433 60						
250,000 00			300,000 00	290,817 46		
1,076,123 14			103,000 00	103,000 00		
2,368,816 88			12,000 00	12,000 00		450,000 00
306,945 50						
207,565 00						
115,215 00						
276,645 00			25,000 00	25,000 00		
455,000 00			70,000 00	70,000 00		
70,400 00						
82,000 00						
362,250 00			25,000 00	25,000 00		
66,000 00						
			10,000 00	10,000 00		
			268,000 00	265,500 00		
89,635 00			300,000 00	134,452 50		
18,997 00						
28,189,695 80	6,633,435 00	300,000 00	12,515,034 03	12,102,634 72	2,404,498 62	2,839,500 00

7-8 EDWARD VII., A. 1908

TABLE 5.—EARNINGS and Income for the Year ending June 30, 1907

A.—Earnings from Operation.

	1	2	3	4	5	6	7
EARNINGS ARISING FROM PASSENGER SERVICE.							
No.	NAME OF RAILWAY.	Passenger Revenue.	Mail.	Express.	Miscellaneous—Extra Baggage, Storage and other Items. Miscellaneous.	Passenger Earnings per Train Mile.	Proportion to Total Earnings. 100 Col. 6 Col. 16
		\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	p. c.
1	Alberta Railway and Irrigation Co.	51,078 97	535 03	3,425 48	1,205 74	1·17845	30·92
2	Algoma Central and Hudson Bay	17,088 88	260 00			·57401	6·59
3	Atlantic and Lake Superior	21,686 38	3,594 24			·39013	36·70
4	Bessemer and Barry's Bay Railway.						
5	Bay of Quinté.	40,186 23	6,544 09	2,211 33		·21300	16·98
6	Bedlington and Nelson	328 02		1 40	3 55	·14303	16·72
7	Beersville Coal and Railway Co.	147 87					6·12
8	British Yukon	71,958 21	4,560 34	3,698 24	1,731 66	·1·51386	25·31
9	Brockville, Westport and Northwestern.	30,486 73	3,369 60	931 25	81 25	·1·15651	56·22
10	Buctouche and Moncton	8,151 13	399 36	41 65		·40680	34·80
11	Brandon, Saskatchewan and Hudson Bay.	2,001 26		7 79	28 02	·1·55502	32·29
12	Canada Coals and Railway Co	3,993 29		352 37	67 25	·33375	12·18
13	Canada Southern.	1,738,937 87	273 02	268,558 46			25·31
14	Canadian Government Railways—Intercolonial.	2,615,893 24	133,764 01	152,604 68		·92199	34·04
15	Prince Edward Island.	124,181 55	165,733 91	771 37	490 81	·44789	51·88
16	Canadian Northern	1,464,256 18	24,159 30	85,124 02	112,813 32	·1·18601	20·60
17	Canadian Northern Ontario.	56,778 32	58,230 86	2,789 97	190 92	·56227	46·12
18	Canadian Northern Quebec.	159,949 90	94 65	9,021 47		·84230	27·04
19	Canadian Pacific	19,271,552 36	9,096 46	1,517,000 70	1,206,765 69	·1·67946	31·86
20	Cape Breton	5,098 62	693,015 99	246 24	64 51	·27874	66·41
21	Caraquet.	11,200 51	2,447 40			·25085	27·12
22	Carillon and Grenville.	1,778 55				·62197	58·68
23	Central Ontario.	66,957 57				·1·25762	23·65
24	Crow's Nest Southern	26,467 25	1,293 88	1,292 15	306 75	·90579	21·81
25	Cumberland Railway and Coal Co	13,929 42	1,107 22	2,295 44	825 86		18·92

26	Dominion Atlantic.....	341,981 93	16,859 84	12,295 43	9,020 79	380,157 99	78074	48 83
27	Elgin and Havelock.....	3,030 35	673 92	63 52		3,767 79		29 82
28	Esquimalt and Nanaimo.....	192,575 26	7,625 28	2,654 65	2,548 00	205,403 19	2 25541	44 83
29	Grand Trunk.....	9,011,511 86	367,543 64	1,038,387 04	178,901 11	10,596,343 65	1 28896	33 60
30	Canada Atlantic (G.T.R.).....	419,283 57	18,723 41	23,274 64	10,403 69	471,685 31	63455	23 97
31	Halifax and Southwestern.....	159,165 64	5,059 04	4,472 11	2,660 43	162,357 22	1 37931	50 20
32	Hampton and St. Martin's.....	3,933 71	196 50	19 01	29 00	4,178 22	31797	34 53
33	Hereford.....	16,557 89	796 92	481 34	235 38	18,071 53	32906	24 94
34	Inverness Railway and Coal Co.....	18,825 87		346 40	959 42	20,131 69	50299	10 86
35	Irondale, Bancroft and Ottawa.....	6,638 40	702 00	441 46		7,781 86	25554	24 55
36	Kaslo and Slocan.....	4,792 28	1,429 10	59 33	21 02	6,301 73	29978	33 16
37	Kent Northern.....	6,629 01	673 92	438 83		7,741 76		44 25
38	Kingston and Pembroke.....	46,396 71		7,186 70	3,076 58	56,659 99	35364	24 23
39	Klondyke Mines.....	8,905 37			363 50	9,268 87	67953	25 71
40	Lake Erie and Detroit River.....	206,519 95	9,653 37	23,350 16	3,246 26	242,769 74	67008	15 92
41	Liverpool and Milton.....	1,212 00				1,212 00		16 26
42	Lotbiniere and Megantic.....	4,035 26				4,035 26	21978	11 81
46	Manitoulin and North Shore.....	1,482 45				1,482 45	17430	2 45
47	Massawippi Valley.....	68,319 06	2,828 55	999 96	636 05	72,783 62	75572	37 94
48	Montreal and Atlantic.....	193,613 32	8,799 18	11,942 96		214,355 46	72149	27 20
49	Montreal and Province Line.....	43,717 04	2,377 97	3,110 14	242 95	49,448 10	70432	52 49
50	Montreal and Vermont Junction.....	63,981 94	2,522 50	2,419 00	89 21	69,012 65	1 02448	33 61
51	Morrissey, Fernie and Michel, B.C.....	7,104 05				7,104 05	48363	7 87
52	Midland Railway Company of Manitoba.....	1,589 66		19 16	22 66	1,631 48	24630	16 17
53	Nelson and Fort Sheppard.....	34,433 50	1,627 20	812 94	1,418 22	38,291 86	83150	47 04
54	New Brunswick Coal and Railway Company.....	7,681 03	1,277 02	214 74		9,172 79	17796	22 64
55	New Brunswick and Prince Edward Island.....	8,669 41	1,661 56	235 34		10,566 31	40929	34 24
56	New Brunswick Southern.....	11,647 08	2,170 19	1,744 37	359 35	15,920 99	26848	39 07
57	New Westminster Southern.....	77,978 69	1,215 40	1,835 16	4,966 56	85,995 81	1 38506	78 86
58	Nosbonsing and Nipissing.....							
59	Nova Scotia Steel & Coal Company.....	1,708 50	339 00			2,047 50		36 40
60	Orford Mountain.....	5,876 34	524 16	179 57		6,580 07	15203	26 02
61	Ottawa and New York.....	62,616 84	2,993 78	2,674 34	867 91	69,152 87	85228	55 40
62	Philipsburg Railway and Quarry Company.....							
63	Princeton Branch of Washington Co. Ry., (U.S.A.).....	8,764 79	218 04	388 24	16 74	9,387 81	94416	45 67
64	Quebec Central.....	274,528 23	14,367 84	8,100 00	4,980 49	301,976 56	73664	32 74
65	Quebec and Lake St. John.....	187,128 77	13,416 96	6,216 21		206,761 94	90635	34 36
66	Quebec Railway Light and Power Company.....	129,647 78	1,223 04		15,037 93	145,908 75	55103	78 65
67	Quebec, Montreal and Southern.....	94,140 48	4,412 30	4,244 03	1,027 59	103,824 40	55352	39 18
68	Red Mountain.....	4,633 13	292 00		759 89	5,685 02	95820	14 88
69	Rutland and Noyan.....	6,785 73	87 36	115 26		6,988 35	1 50481	44 48
70	Salisbury and Harvey.....	8,454 08	2,224 80	297 73		10,976 61		29 91
71	Schomberg and Aurora.....	4,112 97				4,112 97	22561	39 90
72	Stanstead, Shefford and Chambly.....	24,959 58	1,735 36	1,382 28	750 58	28,827 80	45577	34 96
73	St. Clair Tunnel, yard and approaches.....				59,784 00	59,784 00		19 17
74	St. Lawrence and Adirondack.....	135,728 67	1,712 25	4,307 31	683 93	142,432 16	1 00294	44 08
75	Sydney and Louisburg (Dominion Coal Company).....	16,922 47	1,171 90	1,315 27	853 27	20,262 91	61186	5 02
76	Temiscouata.....	49,281 55	5,800 84	1,137 12	3,112 06	59,331 57	41655	34 45
77	Temiscaming and Northern Ontario.....	326,814 49	6,386 49	16,685 73		349,886 71	2 19426	51 00
78	Thousand Islands.....	8,732 74	649 73	2,885 20		12,267 67	34455	30 16

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26	Dominion Atlantic.....	398,413 83	398,413 83	1 46578	51 17	778,571 82	1 35622
27	Elgin and Havelock.....	8,863 82	8,863 82	70 18	12,631 61
28	Esquimalt and Nanaimo.....	244,391 93	.....	244,391 93	5 04358	53 34	8,381 00	458,176 12	3 29326
29	Grand Trunk.....	20,220,610 60	.....	20,220,610 60	2 11306	64 13	712,880 09	31,529,834 34	1 83595
30	Canada Atlantic (C.T.R.).....	1,440,822 64	.....	1,440,822 64	1 49896	73 22	53,829 34	1,967,752 97	1 23247
31	Halifax and Southwestern.....	156,711 40	.....	156,711 40	1 25494	48 46	1,415 68	323,367 86	1 31603
32	Hampton and St. Martin's.....	7,420 76	501 14	7,921 90	60288	65 47	.....	12,100 12	92086
33	Hereford.....	52,977 91	1,413 29	54,391 20	1 17859	75 06	.....	72,462 73	90849
34	Inverness Railway and Coal Co.....	164,437 25	.....	164,437 25	1 79827	88 69	817 80	185,386 74	1 41015
35	Irontale, Bancroft and Ottawa.....	23,903 70	.....	23,903 70	78496	75 45	.....	31,685 56	1 04050
36	Kaslo and Sloean.....	8,942 78	.....	8,942 78	42481	47 05	290 00	19,003 80	73794
37	Kent Northern.....	9,753 34	.....	9,753 34	.....	55 75	.....	17,495 10	.....
38	Kingston and Pembroke.....	167,501 54	.....	167,501 54	1 67061	71 63	9,669 51	233,831 04	1 40943
39	Klondyke Mines.....	26,771 72	.....	26,771 72	1 96273	74 29	.....	36,040 59	2 64227
40	Lake Erie and Detroit River.....	1,275,861 86	.....	1,275,861 86	2 56875	83 68	2,650 24	1,524,609 93	1 83062
41	Liverpool and Milton.....	6,239 84	.....	6,239 84	.....	83 74	.....	7,451 84	.....
42	Lotbinière and Mégantic.....	29,227 59	.....	29,227 59	1 59191	85 55	898 71	34,161 56	1 86065
46	Manitoulin and North Shore.....	58,068 87	.....	58,068 87	3 90274	96 05	880 00	60,453 12	4 06298
47	Massawippi Valley.....	118,501 76	.....	118,501 76	98182	61 27	540 00	191,825 38	96397
48	Montreal and Atlantic.....	553,271 18	.....	553,271 18	1 41396	70 22	20,217 07	787,843 71	1 48800
49	Montreal and Province Line.....	42,986 37	.....	42,986 37	79865	45 63	1,766 36	94,200 83	98927
50	Montreal and Vermont Junction.....	136,131 47	.....	136,131 47	2 42338	66 31	175 00	205,319 12	1 66119
51	Morrissey, Fernie and Michel, B.C.....	74,290 51	.....	74,290 51	3 01114	82 31	6,435 25	90,250 60	3 65847
52	Midland Railway Co., of Manitoba.....	8,355 69	12 00	8,367 69	1 19419	82 97	3 00	10,084 67	1 40788
53	Nelson and Fort Sheppard.....	41,857 51	1,193 23	43,050 74	2 49106	52 89	.....	81,395 10	1 28519
54	New Brunswick Coal and Ry. Co.....	22,634 44	.....	22,634 44	43914	55 88	1,484 55	40,502 19	78581
55	New Brunswick and Prince Edward Island.....	20,193 34	.....	20,193 34	43618	65 75	99 37	30,859 02	61708
56	New Brunswick Southern.....	24,824 05	.....	24,824 05	41861	60 93	.....	40,745 04	68710
57	New Westminster Southern.....	23,020 30	.....	23,020 30	92377	21 11	21 98	109,038 09	1 50813
58	Nosbonsing and Nipissing.....	34,279 20	.....	34,279 20	2 53920	100 00	.....	34,279 20	1 20914
59	Nova Scotia Steel and Coal Co.....	3,576 83	.....	3,576 83	.....	63 60	.....	5,624 33	.....
60	Orford Mountain.....	18,512 70	.....	18,512 70	1 42756	73 22	189 55	25,282 32	56945
61	Ottawa and New York.....	53,711 39	1,637 43	55,348 82	1 44658	44 34	308 77	124,810 46	1 07255
62	Philipsburg Railway & Quarry Co.....	1,380 00	.....	1,380 00	.....	100 00	.....	1,380 00	.....
63	Princeton Branch of Washington Co. Rail- way, U.S.A.....	11,165 76	.....	11,165 76	1 73894	54 33	.....	20,553 57	2 05556
64	Quebec Central.....	611,438 60	.....	611,438 60	1 60131	66 27	6,309 50	922,444 46	1 56119
65	Quebec and Lake St. John.....	365,045 41	.....	365,045 41	2 23598	60 51	19,921 52	601,619 68	1 65448
66	Quebec Ry. Light and Power Co.....	39,585 03	.....	39,585 03	1 58657	31 35	.....	185,493 78	64020
67	Quebec, Montreal and Southern.....	144,506 69	.....	144,506 69	66779	54 55	15,031 44	264,927 53	1 31163
68	Red Mountain.....	21,799 12	255 29	22,054 41	1 83298	57 74	10,364 79	38,195 72	2 97228
69	Rutland and Noyan.....	8,722 09	.....	8,722 09	3 08310	55 52	.....	15,710 44	2 10229
70	Salisbury and Harvey.....	25,492 56	.....	25,492 56	.....	69 47	225 26	36,694 43	.....
71	Schomberg and Aurora.....	4,616 75	.....	4,616 75	1 20228	44 79	1,577 42	10,307 14	46702
72	Stanstead, Shefford and Chambly.....	53,480 22	.....	53,480 22	1 22579	63 64	139 24	82,447 26	93022
73	St. Clair Tunnel, yard and approaches.....	.....	252,003 00	252,003 00	.....	80 82	22 00	311,809 00	.....
74	St. Lawrence and Adirondack.....	179,387 23	1,010 61	180,397 84	2 43363	55 83	258 85	323,088 85	1 49480
75	Sydney and Louisburg (Dominion Coal Company).....	382,413 68	.....	382,413 68	4 36186	94 98	.....	402,676 59	3 33372
76	Temisconate.....	110,707 58	.....	110,707 58	1 35727	64 29	348 41	172,195 15	1 11531

TABLE 5. (Continued)—EARNINGS and Income for the Year ending June, 30, 1907.

A.—Earnings from Operation.

No.	NAME OF RAILWAY.	EARNINGS ARISING FROM PASSENGER SERVICE.						
		1	2	3	4	5	6	7
			Passenger Revenue.	Mail.	Express.	Miscellaneous Extra Baggage and Storage and other items. Miscellaneous.	Passenger Earnings per Train Mile.	Proportion to Total Earnings. 100 (Col. 6 (Col. 16.
			\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	p.c.
79	Toronto, Hamilton and Buffalo.....		234,122 25	3,082 36	10,200 00	247,404 61	1 02439	29 59
80	Vancouver, Victoria and Eastern		33,588 31	693 06	1,701 46	36,292 78	1 29276	11 13
81	Vancouver, Westminster and Yukon.....		31,508 18	623 36	691 61	33,245 60	97844	36 15
82	Victoria Terminal Railway and Ferry Company.....		3,297 81	31 81	.....	3,330 47	42562	15 83
83	Victoria and Sydney, B.C.....		16,554 99	422 32	.....	16,977 31	68626	52 75
84	Wabash Railroad Company in Canada.....		743,775 12	1,129 81	27,965 33	782,302 03	1 06196	30 82
85	Wellington Colliery Co.....		2,141 80	240 00	.....	2,381 80	52882	46 15
86	Wellington Colliery Co. (Ladysmith Extension).....		494 65	.....	.....	494 65	265	1 34
87	York and Carleton.....		816 79	30 00	30 00	876 79	.....	33 93
	Total.....		39,184,437 64	1,626,704 64	3,277,695 09	45,730,652 29	.....	.....

TABLE 5. (Concluded) EARNINGS and Income for the Year ending June 30, 1907.

No.	NAME OF RAILWAY.	EARNINGS ARISING FROM FREIGHT SERVICE.						OTHER EARNINGS.				SUMMARY OF EARNINGS.	
		9	B	11	12	13	14	15	16	17	Total Earnings from Operation. Cols. 6 + 11 + 14 + 15	Total Earnings per Train Mile.	
		Freight Revenue.	Miscellaneous—Stock Yards, Elevators and other Items.	Total Freight Earnings, including Stock Yards, Elevators and Miscellaneous.	Freight Earnings per Train Mile.	Proportion to Total Earnings. 100 = Col. 11 Col. 16.	Balance of Car Mileage, Switching Charges and Hire of Equipment.	Telegraph, Rents and other Sources.					
		\$	\$	\$	\$	p.c.	\$	\$	\$	\$	\$		
		cts.	cts.	cts.	cts.		cts.	cts.	cts.	cts.	cts.		
77	Temiscaming and Northern Ontario.....	297,875 92		297,875 92	1 787 42	43 93		30,334 65	678,097 28		2 155 89		
78	Thousand Islands.....	26,104 99		26,104 99	733 20	64 19		2,294 39	40,667 05		1 142 20		
79	Toronto, Hamilton and Buffalo.....	566,544 87		566,544 87	3 658 27	67 76	606 93	39,429 90	853,986 31		2 184 56		
80	Vancouver, Victoria and Eastern.....	227,569 53	365 41	227,934 94	5 446 86	69 94	61,572 52	57 50	325,857 74		4 781 68		
81	Vancouver, Westminster and Yukon.....	52,980 16		52,980 16	4 044 90	57 61	5,131 86	599 85	91,957 47		2 163 50		
82	Victoria and Sydney, B.C.	6,898 91		6,898 91	997 96	32 80	1,374 44	222 01	11,825 83		1 511 30		
84	Wabash Railroad Co. in Canada.....	13,750 65	21 50	13,772 15	1 160 24	42 79	680 64	755 90	32,186 00		1 301 02		
85	Wellington Colliery Co.	1,741,205 54	14,503 53	1,755,709 07	1 958 66	69 18			2,338,011 10		1 567 42		
86	Wellington Colliery Co. (Ladysmith Extension).....	2,778 77		2,778 77	621 80	53 85			5,160 57		1 278 97		
		36,839 22		36,839 22	1 973 46	98 66			37,333 87		999 98		
87	York and Carleton.....	1,707 31		1,707 31		66 07			2,584 10				
	Total.....	94,995,087 81	742,991 40	95,738,079 21			122,537 75	5,146,945 43	146,738,214 68				

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30	Grand Trunk	21,765,115 45	1 26736	69 03	3,107,146 19	6,233,872 81	11,258,239 83	865,836 6230
31	Canada Atlantic (G.T.R.)	1,874,762 96	1 17423	95 27	447,858 77	384,865 16	989,799 03	52,240 00 31
32	Gulf Shore (operated by Caraquet Ry.)							32
33	Halifax and Southwestern	291,029 42	1 02557	89 39	90,515 27	32,876 14	140,658 38	26,979 63 33
34	Hampton and St. Martins	5,757 49	43816	47 50	1,500 00	103 21	3,765 61	448 67 34
35	Hereford	97,327 53	1 22023	134 00	28,988 58	13,215 26	52,564 33	2,559 36 35
36	Inverness Railway and Coal Co	110,050 71	82056	59 00	32,451 42	20,248 74	50,262 66	6,487 89 36
37	Irondale, Bancroft and Ottawa	31,188 44	1 02418	98 00	11,314 70	2,683 21	12,808 19	4,382 34 37
38	Kaslo and Slocan	37,398 14	1 77654	240 74	20,541 20	3,067 56	12,578 69	1,210 69 38
39	Kent Northern	10,831 00		61 90	3,416 00	950 00	4,935 00	1,530 00 39
40	Kettle River Valley (not reported)							40
41	Kingston and Pembroke	171,416 90	1 03328	73 31	52,430 51	21,116 95	90,109 53	7,759 91 41
42	Klondyke Mines	96,964 06	7 10880	269 04	34,392 72	9,401 50	41,655 37	11,514 47 42
43	Lake Erie and Detroit River Ry	1,073,422 34	1 28887	70 41	142,828 68	201,136 85	694,127 03	35,329 78 43
44	Liverpool and Milton	5,736 92		79 00	1,283 63	855 75	3,074 42	523 12 44
45	Lotbiniere and Megantic	26,184 08	1 12614	76 65	6,292 96	3,261 92	10,924 81	5,704 39 45
46	Maganetawan River (operated by G.T.R.)							46
47	Manitoulin and North Shore	38,151 90	2 56414	63 11	8,611 25	4,999 27	18,524 35	6,017 03 47
48	Massawippi Valley	168,793 39	84823	87 99	43,755 53	13,765 87	108,621 06	2,650 93 48
49	Montreal and Atlantic	644,223 66	1 21674	81 79	169,529 43	81,678 40	371,187 71	21,828 12 49
50	Montreal and Province Line	74,540 68	77125	79 00	23,244 47	3,806 28	45,480 64	2,009 29 50
51	Montreal and Vermont Junction	99,292 94	80375	48 36	17,895 26	1,929 12	76,032 07	3,436 49 51
52	Morrissey, Fernie and Michel, B.C.	70,213 73	2 84623	78 00	8,886 26	11,790 30	41,229 35	8,307 82 52
53	Midland Railway Co. of Manitoba	31,471 35	4 39360	312 06	10,404 53	4,283 65	15,306 94	1,476 23 53
54	Nelson and Fort Sheppard	127,920 10	2 01980	157 16	39,354 25	14,451 90	63,481 47	10,632 48 54
55	New Brunswick Coal and Railway Co.	40,659 90	78887	100 03	12,436 61	4,022 29	17,686 59	6,514 41 55
56	New Brunswick and Prince Edward Island	23,745 89	47484	76 94	8,343 48	3,902 48	10,055 00	1,444 93 56
57	New Brunswick Southern	47,940 29	80845	117 66	12,945 06	5,757 31	23,099 36	6,138 56 57
58	New Westminster Southern	89,927 59	1 24381	82 47	28,445 16	7,650 44	49,078 73	4,753 26 58
59	Nosbonsing and Nipissing	34,279 20	1 20915	100 00	10,969 34	5,141 89	18,167 97	59
60	Nova Scotia Steel and Coal Co	13,883 87		246 85	5,333 22	2,742 21	1,669 86	4,138 58 60
61	Orford Mountain	30,070 29	67736	118 00	11,993 68	1,544 70	13,890 44	2,641 47 61
62	Ottawa and New York	123,133 23	1 05814	98 66	38,345 72	13,845 72	64,821 63	6,120 16 62
63	Philipsburg Railway and Quarry Co	5,710 14		413 77	1,224 97		1,385 17	3,100 00 63
64	Princeton Branch of Washington Co. Ry., U.S.A.	5,495 99	54965	26 74	2,445 82	810 43	1,964 17	275 57 64
65	Qu'Appelle, Long Lake and Saskatchewan (Canadian Northern)							65
66	Quebec Central	618,883 41	1 04743	67 09	154,298 92	97,625 36	310,471 70	56,487 43 66
67	Quebec and Lake St. John	395,715 52	1 08823	65 77	86,215 05	59,469 58	211,935 85	38,095 04 67
68	Quebec Railway, Light and Power Co	130,297 80	44970	70 24	20,687 26	14,005 55	68,487 71	27,117 28 68
69	Quebec, Montreal and Southern	252,137 03	1 24830	95 17	54,310 01	34,096 21	140,249 25	23,481 56 69
70	Red Mountain	35,201 68	2 74636	92 14	8,995 02	2,412 18	18,840 11	4,954 37 70
71	Rutland and Noyan	8,887 73	1 09468	56 57	1,285 64	1,675 58	5,247 83	678 68 71
72	Salisbury and Harvey	37,754 92		102 89	18,110 64	4,016 08	13,821 47	1,806 73 72
73	Schomberg and Aurora	11,258 13	51011	109 22	2,271 05	1,252 96	7,481 26	252 86 73
74	Stanstead, Shefford and Chambly	62,807 51	70863	76 18	17,581 31	3,074 97	40,767 22	1,384 01 74
75	St. Clair Tunnel, Yard and Approaches	146,367 51		46 94	12,414 24	99,581 09	32,177 81	2,194 37 75
76	St. Lawrence and Adirondack	195,640 25	90515	60 55	59,326 45	26,694 62	106,978 53	2,640 65 76
77	Sydney and Louisburg (Dominion Coal Co.)	399,299 70	3 30576	99 16	67,115 92	128,465 76	157,905 85	45,812 17 77
78	Tenimouata	135,645 16	87857	78 77	40,960 33	25,641 66	51,979 75	17,063 42 78

TABLE 6. (Concluded)--GENERAL EXPENDITURES for the Year ending June 30, 1907.

1	2	3	4	5	6	7	8
TOTAL OPERATING EXPENSES.				DISTRIBUTION OF OPERATING EXPENSES.			
Name of Railway.	Amount.	Total Operating Expenses per Train Mile.	Proportion to Earnings from Operation. 100 x Col. 2 T. 5, Col. 16	Maintenance of Way and Structures.	Maintenance of Equipment.	Conducting Transportation.	General Expenses.
	\$	cts.	p.c.	\$	cts.	\$	cts.
79 Teniscaming and Northern Ontario.....	503,161	36	74.20	93,092	42	315,533	14
80 Thousand Islands.....	25,071	82	61.67	4,212	39	15,822	84
81 Toronto, Hamilton and Buffalo.....	538,206	21	63.02	103,531	49	327,411	21
82 Vancouver, Victoria and Eastern.....	178,881	54	46.65	48,661	70	101,046	70
83 Vancouver, Westminster and Yukon.....	63,138	69	68.66	13,684	62	45,218	77
84 Victoria Terminal Railway and Ferry Co.....	12,805	07	92.00	4,248	20	5,722	92
85 Victoria and Sydney, B.C.....	23,147	88	72.00	6,032	75	11,786	20
86 Wabash Railroad Co. in Canada.....	1,930,587	89	76.06	175,778	09	1,120,197	21
87 Wellington Colliery Co.....	34,400	84	—66.60	8,441	05	10,873	90
88 " (Ladysmith Extension).....	37,333	87	100.00	3,037	36	27,181	26
89 York and Carleton.....	3,780	75	—146.30	1,080	25	2,542	00
Final total.....	103,748,677	27	.....	20,887,091	66	57,325,543	26
							3,869,669 27

TABLE 7.—INCOME ACCOUNT OF RAILWAYS FOR THE YEAR ENDING JUNE 30, 1907, INCLUDING COMPARATIVE STATEMENT OF NET EARNINGS.

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No.	Name of Railway.	Earnings.							Operating Expenses.	Net Earnings.					
		3		4		A		5			6		7		
		Passenger.		Freight.		Other Earnings from Operation.		Total Gross, including other Earnings from Operation.			Operating Expenses.		Net Earnings.		
		\$	cts.	\$	cts.	\$	cts.	\$			cts.	\$	cts.	\$	cts.
1	Alberta Railway and Irrigation Co.	56,245	22	114,994	06	10,652	74	181,892	02	136,243	47	45,648	55		
2	Algoma Central and Hudson Bay	17,348	88	243,323	30	2,494	25	263,166	43	218,967	26	44,199	17		
3	Atlantic and Lake Superior	25,280	62	43,605	70			68,886	32	70,120	99	1,234	67		
4	Bessemer & Barry's Bay Railway			945	07			945	07	5,548	96	4,603	89		
5	Bay of Quinte	48,941	65	235,695	10	3,451	00	288,087	75	170,878	02	117,209	73		
6	Bedlington and Nelson	332	97	1,658	51			1,991	48	14,303	98	12,312	50		
7	Beersville Coal and Railway Co.	147	87	2,269	00			2,416	87	4,395	38	1,978	51		
8	British Yukon	81,948	45	235,609	66	6,106	95	323,665	06	147,566	91	176,098	15		
9	Brockville, Westport and Northwestern	34,868	83	27,154	17			62,023	00	27,067	37	34,955	63		
10	Buctouche and Moncton	8,592	14	16,067	85			24,659	99	19,821	40	4,838	59		
11	Brandon, Saskatchewan and Hudson Bay	2,037	07	3,996	51		275 00	6,308	58	27,056	47	20,747	89		
12	Canada Coals and Railway Co	4,685	93	33,735	60		26 95	38,448	48	22,272	53	16,175	95		
13	Canada Southern	2,141,260	34	6,111,298	23	206,120	82	8,458,679	39	8,656,896	43	198,217	04		
14	Canadian Government Railways - Intercolonial	2,934,231	83	5,685,268	73			8,619,500	56	8,202,061	08	417,436	48		
15	" Prince Edward Island.	149,603	03	138,733	73			288,336	76	376,977	70	88,640	94		
16	Canadian Northern	1,725,424	38	5,741,729	25	888,044	45	8,350,198	08	5,375,701	26	2,974,496	82		
17	Canadian Northern, Ontario	59,854	06	66,544	41	3,372	44	129,770	91	141,836	10	12,065	19		
18	Canadian Northern, Quebec	178,067	83	470,138	72	10,326	54	658,533	09	585,267	64	73,265	45		
19	Canadian Pacific	22,688,334	74	45,477,512	85	3,045,491	51	71,211,339	10	45,310,918	08	25,900,421	02		
20	Cape Breton	5,409	37	2,696	60		38 92	8,144	89	15,899	33	7,754	44		
21	Caraguet	13,647	91	36,667	72			50,315	63	51,193	43	877	80		
22	Carillon and Grenville	1,778	55	155	27	1,096	85	3,030	67	5,246	91	2,216	24		
23	Central Ontario	66,957	57	182,369	48	33,721	20	283,048	25	144,357	98	138,690	27		
24	Crows Nest Southern	29,360	03	104,118	38	1,091	95	134,570	36	113,040	62	21,529	74		
25	Cumberland Railway and Coal Co.	18,157	94	77,810	17			95,968	11	44,042	34	51,925	77		
26	Dominion Atlantic	380,157	99	398,413	83			778,571	82	497,985	43	280,586	39		
27	Edmonton, Yukon and Pacific (Canadian Northern).														
28	Elgin and Havelock	3,767	79	8,863	82			12,631	61	10,713	68	1,917	93		

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57 New Brunswick Southern	15,920 99	24,824 05	10,745 01	47,940 29	7,195 25
58 New Westminster Southern.....	85,995 81	23,020 30	21 98	109,038 09	89,927 59	19,110 50
59 Nosbonsing and Nipissing.....	.....	34,279 20	.....	34,279 20	34,279 20	.....
60 Nova Scotia Steel and Coal Co	2,047 50	3,576 83	.....	5,624 33	13,883 87	8,259 54
61 Orford Mountain	6,580 07	18,512 70	189 55	25,282 32	30,070 29	4,787 97
62 Ottawa and New York	69,152 87	53,348 82	308 77	124,810 46	123,133 23	1,677 23
63 Phillipsburg Railway and Quarry Co.....	.....	1,380 00	.....	1,380 00	5,710 14	4,330 14
64 Princeton Branch of Washington Co. Ry. (U.S.)	9,387 81	11,165 76	.....	20,553 57	5,495 99	15,057 58
65 Qu'Appelle, Long Lake and Saskatchewan (Canadian Northern) .....	.....	.....	.....	.....	.....	.....
66 Quebec Central	301,976 56	611,438 60	9,029 30	922,444 46	618,883 41	303,561 05
67 Quebec and Lake St. John	206,761 94	365,045 41	29,812 33	601,619 68	395,715 52	205,904 16
68 Quebec Railway Light and Power Co.....	145,908 75	39,585 03	.....	185,493 78	130,297 80	55,195 98
69 Quebec, Montreal and Southern.....	103,824 40	144,506 69	16,596 44	264,927 53	252,137 03	12,790 50
70 Red Mountain	5,685 02	22,054 41	10,456 29	38,195 72	35,201 68	2,994 04
71 Rutland and Noyah	6,988 35	8,722 09	.....	15,710 44	8,887 73	6,822 71
72 Salisbury and Harvey.....	10,976 61	25,492 56	225 26	36,694 43	37,754 92	1,060 49
73 Schomberg and Aurora	4,112 97	4,616 75	1,577 42	10,307 14	11,258 13	- 950 99
74 Staunstead, Shefford and Chambly	28,827 80	53,480 22	139 24	82,447 26	62,807 51	19,639 75
75 St. Clair Tunnel.....	59,784 00	252,003 00	22 00	311,809 00	146,367 51	165,441 49
76 St. Lawrence and Adirondack	142,432 16	180,397 84	258 85	323,088 85	195,640 25	127,448 60
77 Sydney and Louisburg (Dom. Coal Co.).....	20,262 91	382,413 68	.....	402,676 59	399,299 70	3,376 89
78 Temiscouata	59,331 57	110,707 58	2,156 00	172,195 15	135,645 16	36,549 99
79 Temiskaming and Northern Ontario	349,886 71	297,875 92	30,334 65	678,097 28	503,161 36	174,935 92
80 Thousand Islands	12,267 67	26,104 99	2,294 39	40,667 05	25,071 82	15,595 23
81 Toronto, Hamilton and Buffalo	247,404 61	566,544 87	40,036 83	853,986 31	538,206 21	315,780 10
82 Vancouver, Victoria and Eastern	36,292 78	227,934 94	61,630 02	325,857 74	178,881 54	146,976 20
83 Vancouver, Westminster and Yukon	33,245 60	86,225 76	5,731 71	91,957 47	63,138 69	28,818 78
84 Victoria and Sydney, B.C.....	16,977 31	13,772 15	1,436 54	32,186 00	23,147 88	9,038 12
85 Victoria Terminal and Ferry Co	3,330 47	6,898 91	1,596 45	11,825 83	12,805 07	979 24
86 Wabash Railroad Co. in Canada	782,302 03	1,755,709 07	.....	2,538,011 10	1,930,587 89	607,423 21
87 Wellington Colliery Co	2,381 80	2,778 77	.....	5,160 57	34,400 84	29,240 27
88 " " (Ladysmith Extension)	494 65	36,839 22	.....	37,333 87	37,333 87	.....
89 York and Carleton	876 79	1,707 31	.....	2,584 10	3,780 75	1,196 65
Totals	45,730,652 29	95,738,079 21	5,269,483 18	146,738,214 68	103,748,677 27	42,989,537 41

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TABLE 8 A.—SUMMARY of Passengers and Tons Carried, Earnings, Train Mileage, and Mileage Operated, for the Year ending June 30, 1907.

No.	Name of Railway.	Passengers Carried.	Passengers Carried one Mile.	Mileage of Revenue Passenger Trains.	Mileage of Revenue Mixed Trains.	Total Passenger Revenue.	Total Passenger Earnings.
		No.	No.	Miles.	Miles.	\$ cts.	\$ cts.
1	Alberta Ry. and Irrigation Co.	23,762	1,299,909		47,728	51,078 97	56,245 22
2	Albert Southern (not in operation)						
3	Algoma Central and Hudson Bay.	15,983	560,082	1,303	28,921	17,088 88	17,318 88
4	Atlantic and Lake Superior	16,635	918,525	9,500	55,300	21,686 38	25,280 62
5	Atlantic, Quebec and Western (under construction)						
6	Bay of Quinte.	108,775	1,750,494		229,770	40,186 23	18,941 65
7	Bedlington and Nelson	945	5,779		2,328	328 02	332 97
8	Beersville Coal and Ry. Co.	591			5,908	147 87	147 87
9	British Yukon	11,737	1,042,832	498	53,634	71,958 21	81,948 45
10	Brockville, Westport and Northwestern	73,468	2,204,040	30,150	28,090	30,486 73	34,868 83
11	Bruce Mines and Algoma (not in operation)						
12	Buctouche and Moncton.	17,837			20,032	8,151 13	8,592 14
13	Brandon, Saskatchewan and Hudson Bay.	1,995	77,297	140	1,170	2,001 26	2,037 07
14	Bessemer and Barry's Bay Ry. Co.						
15	Canada Coals and Ry. Co.	13,250	110,891		14,040	3,993 29	4,685 93
16	Canada Southern	1,095,471	82,338,033	1,679,359		1,738,937 87	2,141,260 34
17	Canadian Govt. Rys.—						
	Intercolonial	2,672,926	148,412,096	2,678,249	504,245	2,615,893 24	2,934,231 83
	Prince Edward Island.	303,437	7,033,260		334,014	124,181 55	149,603 03
18	Canadian Northern	703,988	60,683,505	1,185,080	265,510	1,464,256 18	1,720,424 38
19	Canadian Northern Ontario.	60,582	2,403,339	106,449	31,243	56,778 32	59,854 06
20	Canadian Northern Quebec	296,938	8,128,920	211,405		159,949 90	178,067 83
21	Canadian Pacific	8,596,169	1,044,888,381	12,213,413	1,299,887	19,271,552 36	22,688,334 74
22	Cape Breton	7,933	177,604		19,406	5,098 62	5,409 37
23	Caracquet	11,074	498,330		44,650	11,200 51	13,647 91
24	Carillon and Grenville.	5,148			2,860	1,778 55	1,778 55
25	Central Ontario	133,331	3,139,088	23,960	120,192	66,957 57	66,957 57
26	Crow's Nest Southern	17,212	697,236	32,391	26	26,467 25	29,360 03
27	Cumberland Ry. and Coal Co.	31,049			785,670	13,929 42	18,157 94
28	Dominion Atlantic.	324,805	15,066,225	302,267	184,649	341,981 93	380,157 99
29	Edmonton, Yukon and Pacific (C.N.R.)						
30	Elgin and Havelock.	8,913	109,035			3,030 35	3,767 79
31	Esquimalt and Nanaimo.	176,039	4,231,558	90,669		192,575 26	205,403 19
32	Grand Trunk, in Canada.	10,137,015	490,124,675	7,604,217	610,598	9,011,511 86	10,596,343 65

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	473,386	21,857,332	635,380	107,959	419,283 57	471,685 31
33 Grand Trunk (Canada Atlantic)						
34 Gulf Shore (in Caraquet Ry.)						
35 Halifax and Southwestern	177,355	6,628,081	120,555		150,165 64	162,357 22
36 Hampton and St. Martins	7,296	110,302		13,140	3,933 71	4,178 22
37 Hereford	24,936	697,612	33,612	21,306	16,557 89	18,071 53
38 Indian River (not operated)						
39 International of New Brunswick						
40 Inverness Ry. and Coal Co.	27,700	816,374	40,024		18,825 87	20,131 69
41 Irondale, Bancroft and Ottawa	10,951	221,280		30,452	6,638 40	7,781 86
42 Kaslo and Slocan, B.C.	4,594	81,626		21,051	4,792 28	6,301 73
43 Kent Northern	9,010				6,629 01	7,741 76
44 Kettle River Valley						
45 Kingston and Pembroke	44,708	1,262,553	65,640	94,575	46,396 71	56,659 99
46 Klondyke Mines	2,655	59,369		13,640	8,905 37	9,268 87
47 Lake Erie and Detroit River	556,588	11,295,308	336,153	26,147	206,519 95	242,769 74
48 Liverpool and Milton	25,377	24,200		2,808	1,212 00	1,212 00
49 Lotbinière and Megantic	11,894	159,974		18,360	4,035 26	4,035 26
50 Maganetawan River. Operated by G.T.R.						
51 Manitoulin and North Shore	3,655	35,616		8,505	1,482 45	1,482 45
52 Massawippi Valley	169,990	2,998,271	78,298	18,012	68,319 06	72,783 62
53 Montreal and Atlantic	282,433	7,679,029	138,173	158,928	193,613 32	214,355 46
54 Montreal and Province Line	133,126	2,041,858	41,399	28,808	43,717 04	49,448 10
55 Montreal and Vermont Junction	142,790	2,945,500	67,363		63,981 94	69,012 65
56 Morrissey, Ferme and Michel	217,201	1,092,521		14,689	7,104 05	7,104 05
57 Midland of Manitoba	2,093	77,401	156	6,468	1,589 66	1,631 48
58 Nelson and Fort Sheppard	36,414	1,033,810	46,051		34,433 50	38,291 86
59 New Brunswick Coal and Ry. Co.	14,297	300,606		51,512	7,681 03	9,172 79
60 New Brunswick and Prince Edward Island	18,798	372,012	3,712	22,104	8,669 41	10,566 31
61 New Brunswick Southern	12,585	590,985		59,300	11,647 08	15,920 99
62 New Westminster Southern	101,643	2,304,162	47,380	14,708	77,978 69	85,995 81
63 Noshousing and Nipissing						
64 Nova Scotia Steel and Coal Co.	7,498				1,708 50	2,047 50
65 Orford Mountain	13,467	205,472	31,425	11,856	5,876 34	6,580 07
66 Ottawa and New York	110,300	2,846,678	78,114		62,616 84	69,152 87
67 Phillipsburg Ry. and Quarry Co.						
68 Pontiac and Renfrew (not in operation)						
69 Princeton Branch, of Washington Co. Ry.						
70 Qu'Appelle, Long Lake and Saskatchewan (C.N.R.)	90,132	459,673	3,578	6,365	8,764 79	9,387 81
71 Quebec Central	280,374	12,572,334	209,022	200,914	274,528 23	301,976 56
72 Quebec and Lake St. John	325,629	8,140,965	200,371	27,756	187,128 77	206,761 94
73 Quebec and New Brunswick (not operated)						
74 Quebec Ry., Light and Power Co.	1,235,260	6,482,389	264,793		129,647 78	145,908 75
75 Quebec, Montreal and Southern	213,327	3,951,123	94,123	93,449	94,140 48	103,824 40
76 Red Mountain	14,507	139,122	822	5,111	4,633 13	5,685 02
77 Rutland and Noyan	91,527	310,276	4,644		6,785 73	6,988 35
78 Salisbury and Harvey	13,355				8,454 08	10,976 61
79 Schomberg and Aurora	34,848				4,112 97	4,112 97
80 Stanstead, Shefford and Chambly	182,305	182,220	18,230	18,247	24,959 58	28,827 80
81 St. Clair Tunnel		1,219,301	45,003		59,784 00	59,784 00
82 St. John Valley and Rivière du Loup						

TABLE 8 A. (Continued.)—SUMMARY of Passengers and Tons Carried, Earnings, Expenses, &c.

No.	Name of Railway.	Passengers Carried.	Passengers Carried one Mile.	Mileage of Revenue Passenger Trains.	Mileage of Revenue Mixed Trains.	Total Passenger Revenue.	Total Passenger Earnings.
		No.	No.	Miles.	Miles.	\$ cts.	\$ cts.
83	St. Lawrence and Adirondack.....	342,870	8,934,062	142,015		135,728 67	142,432 16
84	Sydney and Louisburg (Dominion Coal Co.).....	44,631	734,647	33,117		16,922 47	20,262 91
85	Temiscouata.....	62,197		72,826	69,609	49,281 55	59,331 57
86	Temiskaming and Northern Ontario.....	147,142	12,643,073	147,880	11,575	326,814 49	349,886 71
87	Thousand Islands.....	36,561	219,366		35,604	8,732 74	12,267 67
88	Toronto, Hamilton and Buffalo.....	416,626	11,094,865	236,051	5,484	234,122 25	247,404 61
89	Vancouver, Victoria and Eastern.....	44,370	907,792	26,300	1,774	33,588 31	36,292 78
90	Vancouver, Westminster and Yukon.....	95,256	1,177,551	29,406	4,572	31,508 18	33,245 60
91	Victoria and Sydney, B.C.....	60,800	800,400	12,869	11,870	16,554 99	16,977 31
92	Victoria Terminal Ry. and Ferry Co.....	66,393	113,630	912	6,913	3,297 81	3,330 47
93	Wellington Colliery (Ladysmith Ry.).....	1,345	13,369	18,667	18,667	494 65	494 65
94	Wellington Colliery Co.....	4,283	46,042	4,504		2,141 80	2,381 80
95	Wabash Ry. Co., in Canada.....	509,823	35,858,517	722,843	13,819	743,775 12	782,302 03
96	York and Carleton.....	4,100			6,356	816 79	876 79
	Total.....	32,137,319	2,049,549,813	30,220,461	5,971,414	39,244,221 64	45,730,652 29

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TABLE 8 A. *Continued.*—SUMMARY of Passengers and Tons Carried, Earnings, Expenses, Train Mileage and Mileage Operated for the Year ending June 30, 1907.

Name of Railway.	Tons Carried.	Tons Carried One Mile.	Mileage of Revenue Mixed Trains.	Mileage of Revenue Freight Trains.	Total Freight Revenue.		Total Freight Earnings.		Total Revenue Train Mileage.		Total Gross Earnings.		Total Operating Expenses.	Average Mileage Operated during Year.
					\$	cts.	\$	cts.	Miles.	\$	cts.	\$			cts.	Miles.
1 Alberta Ry. & Irrigation Co.	98,894	4,857,009	47,728	15,466	114,994	06	114,994	06	63,194	181,892	02	136,243	47	113.40
2 Albert Southern (not in operation).														
3 Algoma Central & Hudson Bay	237,198	5,879,786	28,921	7,548	98,715	11	243,323	30	37,772	263,166	43	218,967	26	62.00
4 Atlantic and Lake Superior.	32,373	2,325,707	55,300	18,700	43,605	70	43,605	70	83,500	68,886	32	70,120	99	100.00
5 Atlantic, Quebec and Western (under construction).														
6 Bay of Quinte	336,873	11,993,386	229,770		235,695	10	235,695	10	229,770	288,087	75	170,878	02	
7 Beedlington and Nelson.	4,943	55,405	2,328		1,658	51	1,658	51	2,328	1,991	48	14,303	98	23.97
8 Beersville Coal and Ry. Co.	5,673		5,008		2,269	00	2,269	00	5,008	2,416	87	4,395	38	
9 British Yukon.	31,871	2,838,431	53,634	3,956	235,609	66	235,609	66	58,088	323,665	06	147,566	91	90.32
10 Brockville, Westport & Northwestern														
11 Bruce Mines and Algoma (not in operation).	21,865	655,950	28,090	295	27,154	17	27,154	17	58,535	62,023	90	27,067	37	45.00
12 Buctouche and Moncton.														
13 Brandon, Saskatchewan & Hudson Bay	237,575				15,853	50	16,067	85	20,032	24,659	99	19,821	40	
14 Bessemer & Barry's Bay Ry. Co.	10,433	463,851	1,170	3,813	3,988	51	3,996	51	5,123	6,308	58	27,056	47	16.74
15 Canada Coals and Ry. Co.	10,621				945	07	945	07		945	07	5,548	96	
16 Canada Southern.	96,391	932,809	14,040	7,032	33,735	60	33,735	60	21,072	38,448	48	22,272	53	12.00
17 Canadian Government Rys.—	6,087,427			2,151,776	6,111,298	23	6,111,298	23	3,831,135	8,458,679	39	8,656,896	43	382.19
Intercolonial.														
Prince Edward Island.	3,695,641	906,919,251	504,245	3,690,468	5,647,224	44	5,685,268	73	6,872,962	8,619,500	56	8,202,064	08	1,445.65
18 Canadian Northern.	92,347	3,336,959	334,014		138,733	73	138,733	73	334,014	288,336	76	376,977	70	267.00
19 Canadian Northern Ontario.	1,822,220	657,437,305	265,510	2,013,782	5,741,729	25	5,741,729	25	3,464,372	8,350,198	08	5,375,701	26	2,509.00
20 Canadian Northern Quebec.	65,212	4,009,207	31,243		66,544	41	66,544	41	137,692	129,770	91	141,836	10	
21 Canadian Pacific	449,298	32,611,672		217,563	465,391	24	470,138	72	428,968	658,533	09	585,267	64	251.00
22 Cape Breton	14,910,429	5,812,386,819	1,299,887	17,721,206	45,195,217	24	45,477,512	85	31,234,506	71,211,339	10	45,310,918	08	8,734.80
23 Caraqueet.	3,394	72,871	19,406		2,696	60	2,696	60	19,406	8,144	89	15,899	33	31.00
24 Carillon and Grenville.	25,099	1,129,455	44,650		36,667	72	36,667	72	44,650	50,315	63	51,193	43	
25 Central Ontario.	104		2,860		155	27	155	27	2,860	3,030	67	5,246	91	13.00
26 Crow's Nest Southern.	239,180	6,940,520	120,192	36,308	182,369	48	182,369	48	180,460	283,048	25	144,357	98	135.00
27 Cumberland Ry. & Coal Co.	178,367	8,905,176	26	29,098	103,961	33	104,118	38	61,515	134,570	36	113,040	62	53.20
28 Dominion Atlantic.	373,213		785,670		77,810	17	77,810	17	785,670	95,968	11	44,042	34	
	362,497	15,587,371	184,649	87,160	398,443	83	398,443	83	574,076	778,571	82	497,985	43	

TABLE 8A.—*Concluded.*—SUMMARY of Passengers and Tons Carried, Earnings, Expenses, Train Mileage and Mileage Operated for the Year ending June 30, 1907.

Name of Railway.	Tons Carried.	Tons Carried One Mile.	Mileage of Revenue		Total Freight Revenue.		Total Freight Earnings.		Total Revenue Train Mileage.	Total Gross Earnings.		Total Operating Expenses.		Average Mileage Operated during Year.
			Miles.	No.	Miles.	\$	cts.	\$	cts.	\$	cts.	\$	cts.	
29 Edmonton, Yukon and Pacific (C. N. R.)				153,016			8,863 82			12,631 61		10,713 68		
30 Elgin and Havelock				5,781,477		48,456	244,391 93		139,125	458,176 12		305,241 67		
31 Esquimault and Nanaimo	183,115									1,967,752 97		1,874,762 96		451 82
32 Grand Trunk (Canada Atlantic)	1,686,377	209,010,079	107,959		853,256	1,440,822 64		1,440,822 64	1,596,595	31,529,834 34		21,765,115 45		3,116 90
33 Grand Trunk, in Canada	15,342,677	3,008,720,055	610,598		8,958,771	20,220,610 60		20,220,610 60	17,173,586					
34 Gulf Shore (in Caraqueet)										323,367 86		291,029 42		307 00
35 Halifax and South-Western	179,011	7,863,317			124,887	156,711 40		156,711 40	245,442	12,100 12		5,757 49		52 85
36 Hampton and St. Martin's		282,247	13,140			7,420 76		7,921 90	13,140	72,462 73		97,327 53		
37 Hereford	175,923	4,203,002	21,803		21,803	52,977 91		54,391 20	79,721					
98 Indian River														
39 International of New Bk. (not in operation)														
40 Inverness Ry. and Coal Co.	283,015	15,318,966			91,442	164,437 25		164,437 25	131,466	185,386 74		110,050 71		60 91
41 Irondale, Bancroft and Ottawa	34,130	1,151,586	30,452			23,903 70		23,903 70	30,452	31,685 56		31,188 44		
42 Kaslo and Slocan, B.C.	6,168	124,355	21,051			8,942 78		8,942 78	21,051	19,003 80		37,398 14		31 73
43 Kent Northern						9,753 34		9,753 34		17,495 10		10,831 00		
44 Kettle River Valley										233,831 04		171,416 90		
45 Kingston and Pembroke	124,826	6,344,805	94,575		5,689	167,501 54		167,501 54	165,904	36,040 59		96,964 06		31 05
46 Klondyke Mines	2,314	70,452	13,640			26,771 72		26,771 72	13,640	1,524,609 93		1,073,422 34		229 22
47 Lake Erie and Detroit River	2,365,056	211,157,627	26,147		470,538	1,275,861 86		1,275,861 86	832,838	7,451 84		5,736 92		30 00
48 Liverpool and Milton	14,700	66,150	2,808			6,239 84		6,239 84	2,808	34,161 56		26,184 08		
49 Lotbinière and Megantic	55,712	803,445	18,360			29,227 59		29,227 59	18,360					
50 Maganetawan River	13,581									60,453 12		38,151 90		13 00
51 Manitoulin and North Shore	290,755	3,195,291	8,505		6,374	58,068 87		58,068 87	14,879	191,825 38		168,793 39		38 41
52 Massawippi Valley	481,960	13,803,631	18,012		102,684	118,501 76		118,501 76	198,994	787,843 71		644,223 66		184 40
53 Montreal and Atlantic	907,378	47,771,985	158,928		232,364	553,271 18		553,271 18	529,465	94,200 83		74,510 68		58 60
54 Montreal and Province Line	84,435	1,942,841	28,868		25,016	42,986 37		42,986 37	95,223	205,319 12		99,292 94		23 60
55 Montreal and Verdon Junction	889,743	18,752,823			56,174	136,131 47		136,131 47	123,537	90,250 60		70,213 73		6 15
56 Morrissey, Fernie and Michel	473,558	5,824,763	14,689		9,980	74,290 51		74,290 51	24,669	10,084 67		31,471 35		23 42
57 Midland Ry. of Manitoba	120,450	617,180	6,468		539	8,355 69		8,367 69	7,163	81,395 10		127,920 10		60 12
58 Nelson and Fort Sheppard	30,945	1,001,922			17,282	41,857 51		43,050 74	63,333	40,502 19		40,659 90		58 00
59 New Brunswick Coal & Ry. Co.	40,358	2,018,656	51,542			22,634 44		22,634 44	51,542					
60 New Brunswick and Prince Edward	29,259	438,885	22,101		24,192	20,193 34		20,193 34	50,008	30,859 02		23,745 89		36 00

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61 New Brunswick Southern	27,183	852,939	59,300	24,824 05	24,824 05	59,300	40,745 04	47,940 29	25 58
62 New Westminster Southern.....	67,438	1,205,020	14,708	10,212	23,020 30	23,020 30	72,300	109,038 09	89,927 59	.....	.....
63 Nosbonsing and Nipissing	26,966	148,478	.....	13,500	34,279 20	34,279 20	13,500	34,279 20	34,279 20	.....	.....
64 Nova Scotia Steel and Coal Co.	8,578	.....	.....	.....	3,576 83	3,576 83	.....	5,624 33	13,883 87	.....	.....
65 Orford Mountain.....	29,248	438,720	11,856	1,112	18,512 70	28,512 70	44,393	25,282 32	30,070 29	.....	48 10
66 Ottawa and New York.....	100,700	3,762,260	.....	38,254	53,711 39	55,348 82	116,368	124,810 46	123,133 23	.....	58 80
67 Phillipsburg Ry. & Quarry Co.	1,885	.....	.....	.....	1,380 00	1,380 00	.....	1,380 00	5,710 14	.....	.....
68 Pontiac and Renfrew (not in operation).....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
69 Princeton Branch of Washington Co. Ry. (U.S.).....	86,536	442,354	6,365	56	11,165 76	11,165 76	9,999	20,553 57	5,495 99	.....	5 10
70 Qu'Appelle, Long Lake & Saskatchewan (C. N. R.).....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
71 Quebec Central.....	580,876	42,176,068	200,914	180,921	611,438 60	611,438 60	590,851	922,444 46	618,883 41	.....	222 00
72 Quebec and Lake St. John.....	344,820	38,999,405	27,756	135,503	365,045 41	365,045 41	363,630	601,619 68	395,715 52	.....	273 21
73 Quebec and New Brunswick (under construction).....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
74 Quebec Ry. Light and Power Co., Ltd.....	84,897	1,331,680	.....	24,950	39,585 03	39,585 03	289,743	185,493 78	130,297 80	.....	37 00
75 Quebec Montreal and Southern.....	398,991	10,147,807	93,449	14,412	144,506 69	144,506 69	201,984	264,927 53	252,137 03	.....	.....
76 Red Mountain.....	93,064	846,882	5,111	6,921	21,799 12	22,054 41	12,854	38,195 72	35,201 68	.....	9 59
77 Rutland and Noyan.....	239,152	810,725	.....	2,829	8,722 09	8,722 09	7,473	15,710 44	8,887 73	.....	3 39
78 Salisbury and Harvey.....	63,389	.....	.....	.....	25,492 56	25,492 56	.....	36,694 43	37,754 92	.....	.....
79 Schomberg and Aurora.....	2,800	40,320	.....	3,840	4,616 75	4,616 75	22,070	10,307 14	11,258 13	.....	.....
80 Stanstead, Shefford & Chambly.....	891,726	2,999,538	18,247	25,382	53,480 22	53,480 22	88,632	82,447 26	62,807 51	.....	43 00
81 St. Clair Tunnel.....	.....	.....	.....	.....	252,003 00	252,003 00	.....	311,809 00	146,367 51	.....	2 25
82 St. John Valley & River du Loup (under construction).....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
83 St. Lawrence and Adirondack.....	530,358	16,911,290	.....	74,127	179,387 23	180,397 84	216,142	323,088 85	195,640 25	.....	54 82
84 Sydney and Louisburg.....	3,273,183	57,105,680	.....	87,672	382,413 68	382,413 68	120,789	402,676 59	399,299 70	.....	39 30
85 Temiscouata.....	113,845	.....	69,609	11,957	110,707 58	110,707 58	154,392	172,195 15	135,645 16	.....	113 00
86 Temiskaming and Northern Ontario.....	313,530	19,619,694	11,575	155,076	297,875 92	297,875 92	314,531	678,097 28	503,161 36	.....	134 00
87 Thousand Islands.....	38,763	231,978	35,604	.....	26,104 99	26,104 99	35,604	40,667 05	25,071 82	.....	6 33
88 Toronto, Hamilton and Buffalo.....	988,475	41,677,780	5,484	149,383	566,544 87	566,544 87	390,918	853,986 31	538,206 21	.....	83 67
89 Vancouver, Victoria & Eastern.....	525,578	14,017,098	1,774	40,073	227,569 53	227,934 94	68,147	325,857 74	178,881 54	.....	64 43
90 Vancouver, Westminster and Yukon.....	57,122	660,793	4,572	8,526	52,980 16	52,980 16	42,504	91,957 47	63,138 69	.....	14 81
91 Victoria and Sidney.....	19,103	261,711	11,870	.....	13,750 65	13,772 15	24,739	32,186 00	23,147 88	.....	16 26
92 Victoria Terminal Ry. and Ferry Co.....	27,843	109,338	6,913	.....	6,898 91	6,898 91	7,825	11,825 83	12,805 07	.....	18 38
93 Wellington Colliery (Ladysmith Ry.).....	455,733	4,529,986	18,667	.....	36,839 22	36,839 22	37,334	37,333 87	37,333 87	.....	9 94
94 Wellington Colliery Co.....	2,801	30,111	.....	.....	2,778 77	2,778 77	4,504	5,160 57	34,400 84	.....	.....
95 Wabash Ry. Co., in Canada.....	1,314,791	322,596,769	13,819	882,566	1,741,205 54	1,755,709 07	1,619,228	2,538,011 10	1,930,587 89	.....	244 30
96 York and Carleton.....	17,027	.....	6,356	.....	1,707 31	1,707 31	6,356	2,581 10	3,780 75	.....	.....
Total.....	463,866,135	11,687,711,830	5,971,414	38,923,890	95,247,090 81	95,738,079 21	75,115,765	146,738,214 68	103,748,677 27

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34	Halifax and Southwestern.	120,555				124,887			245,442	12,715
35	Hampton and St. Martins.								13,140	
36	Hereford.	33,612	130	39		24,803	4,730	10 25	79,721	1,896
37	Indian River (not in operation).									
38	International of N. Brunswick (not in operation)									
39	Inverness Railway and Coal Co	40,624				91,442			131,466	38,940
40	Irondale, Baneroff and Ottawa.								30,452	
41	Kaslo and Slooam.								21,051	
42	Kent Northern.									
43	Kettle River Valley.									
44	Kingston and Pembroke.	65,610				5,689			165,904	
45	Klondyke Mines.								13,640	
46	Lake Erie and Detroit River	336,153	117			470,538	18,097		832,838	22,190
47	Liverpool and Milton.								2,808	
48	Lotbinière and Megantic.								18,360	
49	Maganetawan River (G.T.R.).									
50	Manitoulin and North Shore									
51	Massawippi Valley.	78,298	476			6,374	9,538	4 79	14,879	173
52	Montreal and Atlantic.	138,173	619	45		102,684	10,860	2 78	198,994	41,930
53	Montreal and Provincial Line	41,399				232,364			529,465	14,465
54	Montreal and Vermont Junction.	67,333				25,016			95,223	6,378
55	Morrissey, Fernie and Michel, B.C.					56,174			123,537	3,397
56	Midland Railway of Manitoba.	156				9,980			24,669	
57	Nelson and Fort Sheppard.	46,051				539			7,163	6,109
58	New Brunswick Coal and Railway Co.					17,282			63,333	
59	New Brunswick and Prince Edward Island.	3,712				24,192			51,512	
60	New Brunswick Southern.								50,008	
61	New Westminster Southern.	47,380				10,212			59,300	
62	Nosbonsing and Nipissing.					13,500			72,300	1,585
63	Nova Scotia Steel and Coal Co.								13,500	
64	Orford Mountain.	31,425				1,112			44,393	680
65	Ottawa and New York.	78,114				38,254			116,368	1,864
66	Philipsburg Railway and Quarry Co.									
67	Princeton Branch of Washington Co. Ry., U.S.A.	3,578				56			9,999	136
68	Qu'Appelle, Long Lake and Saskatchewan (C.N.R.)									
69	Quebec Bridge and Approaches									
70	Quebec Central	209,022				180,921			590,857	168,278
71	Quebec and Lake St. John.	200,371				135,503			363,630	
72	Quebec & New Brunswick (under construction)									
73	Quebec Railway, Light and Power Co.	264,793				24,950			289,743	
74	Quebec, Montreal and Southern	94,123				14,412			201,984	
75	Red Mountain.	822	159			6,921	2,138		12,854	254
76	Rutland and Noyan.	4,644				2,829			7,473	646
77	Salisbury and Harvey									
78	Schomberg and Aurora.	18,230				3,846			22,070	
79	Stamstead, Shefford and Chambly	45,003				25,382			88,632	13,235
80	St. Clair Tunnel Yard and Approaches.									
81	St. Lawrence and Adirondack.	142,015	40			74,127	777		216,142	4,593

TABLE 8 B. (Concluded)- SUMMARY of Train Mileage for the Year ending June 30, 1907—Concluded.

Number.	Name of Railway.	Mileage of Revenue Passenger Trains.	Mileage of Locomotives helping Passenger Trains.	Percentage of helping to Revenue Train Mileage.	Mileage of Revenue Mixed Trains.	Mileage of Revenue Freight Trains.	Mileage of Locomotives helping Mixed and Freight- Trains.	Percentage of helping to Revenue Train Mileage.	Total Revenue Train Mileage.	Mileage of non- Revenue Trains.
		Miles.	Miles.	p.c.	Miles.	Miles.	Miles.	p.c.	Miles.	Miles.
82	Sydney and Louisburg (Dominion Coal Co.).	33,117				87,672			120,789	
83	Temiscouata.	72,826			69,609	11,957			154,392	
84	Temiscaming and Northern Ontario	147,880			11,575	155,076			314,531	
85	Thousand Islands.				35,604				35,604	
86	Toronto, Hamilton and Buffalo.	236,051			5,484	149,383			390,918	4,050
87	Vancouver, Victoria and Eastern	26,300	632		1,774	40,073	10,061		68,147	36,356
88	Vancouver, Westminster and Yukon.	23,406			4,572	8,526			42,504	
89	Victoria Terminal Railway and Ferry Co.	912			6,913				7,825	
90	Victoria and Sydney, B.C.	12,869			11,870				24,739	
91	Wellington Colliery (Ladysmith Ry.).	18,667			18,667				37,334	
92	Wellington Colliery Co.	4,504							4,504	13,459
93	Wabash Railway Co.—In Canada.	722,843	3,230	0.44	13,819	882,566	7,662	7.88	1,619,228	465,154
94	York and Carleton.				6,356				6,356	
	Final total.	30,220,461	373,734		5,971,414	38,923,890	1,875,002		75,115,765	4,152,518

TABLE 9.—SUMMARY of Equipment for the Year ending June 30, 1907.

No.	NAME OF RAILWAY.	LOCOMOTIVES.				CARS IN PASSENGER SERVICE.										
		Passenger.	Freight.	Switching.	Total.	Leased.	First-class.	Second-class.	Combination.	Emigrant.	Dining.	Parlour.	Sleeping.	Baggage, ex-press and postal.	Other cars in passenger service.	Total.
1	Alberta Railway and Irrigation Co.	2	3	2	7		4								1	5
2	Algoma Central and Hudson Bay.	1	6	12	19		5		4							9
3	Atlantic and Lake Superior	5			5				4							4
4	Bay of Quinte		7		7		8							2		10
5	Bedlington and Nelson.		1		1		1							1		1
6	Beersville Coal and Railway Co.	1		1	2		1							3		1
7	British Yukon.		11		11		10							1		13
8	Brockville, Westport and Northwestern.	4			4		5							1		10
9	Buctouche and Moncton.		2		2		2		2							4
10	Brandon, Saskatchewan and Hudson Bay.	1			1		1									1
11	Canada Coals and Railway Co.	2	1		3									1		1
12	Canada Southern	41	87	26	154		17	20	7	25	2			23		94
13	Canadian Government Railways															
	Intercolonial.	107	240	23	370		129	43	89	40	9	9	41	62	1	423
	Prince Edward Island.		25	2	27		22	12	7					14		55
14	Canadian Northern	42	137	7	186	137	38	49	6	6	5		14	43		161
15	Canadian Northern Ontario	10	17		27	22	10	8				1		7		26
16	Canadian Northern Quebec.	14	10	1	25	9	10	12	3					4		29
17	Canadian Pacific.	369	799	128	1,296		445	149	86	195	72	16	152	308	8	1,431
18	Cape Breton.	3			3		2							2		4
19	Caraquet.	3			3		2									2
20	Carillon and Grenville	2			2		2	2	1							5
21	Central Ontario	10		1	11		7							4		11
22	Crow's Nest Southern	1	1		2		2									4
23	Cumberland Railway and Coal Co.	4	2	1	7		4		3							7
24	Dominion Atlantic	12	12		24		22		11		1	2		16		32
25	Elgin and Havelock	1	1		2		1		1							2
26	Esquimaux and Nanaimo.	2	5	1	8		5					2		3		14
27	Grand Trunk (Canada Atlantic)	15	41	5	61		15	7	7			4		7		40
28	Grand Trunk, in Canada.	196	585	87	868	3	373	75	102	6	15	14		222		807
29	Halifax and Southwestern	11	6	1	18	8	15	5	2					8		30
30	Hampton and St. Martin's.	1			1		1		1							2
31	Inverness Railway and Coal Co.	2	4	1	7	1	2		1					1		4
32	Irondale, Bancroft and Ottawa.	2		1	3				2							2
33	Kaslo and Shewan, B.C.		3		3			3								3

TABLE 9.—(Continued.)—SUMMARY of Equipment for the Year ending June 30, 1907—Concluded.

No.	NAME OF RAILWAY.	LOCOMOTIVES.				CARS IN PASSENGERS SERVICE.										
		Passenger.	Freight.	Switching.	Total.	Leased.	First-class.	Second-class.	Combination.	Immigrant.	Dining.	Parlour.	Sleeping.	Baggage, ex- press, and postal.	Other cars in passenger service.	Total.
34	Kent Northern.....	1	1	.....	2	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	1
35	Kingston and Pembroke.....	.....	8	.....	8	.....	4	2	2	.....	.....	.....	.....	3	1	12
36	Klondyke Mines.....	.....	3	.....	3	.....	1	.....	1	.....	.....	.....	.....	.....	.....	2
37	Lake Erie and Detroit River.....	17	21	3	41	9	15	6	1	.....	.....	.....	.....	6	.....	26
38	Liverpool and Milton.....	1	.....	.....	1	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	1
39	Lotbinière and Mégantic.....	.....	3	.....	3	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	2
40	Manitoulin and North Shore.....	.....	1	.....	1	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
41	Massawippi Valley.....	10	.....	.....	10	.....	7	.....	.....	.....	.....	.....	6	.....	.....	13
42	Montreal and Atlantic.....	.....	12	.....	12	.....	12	11	.....	.....	2	.....	3	.....	.....	28
43	Morrissey, Fernie and Michel, B.C.....	.....	2	.....	2	.....	5	.....	.....	.....	.....	.....	.....	.....	.....	7
44	Midland Railway Co. of Manitoba.....	2	.....	.....	2	.....	2	.....	.....	.....	.....	.....	.....	.....	.....	4
45	Nelson and Fort Sheppard.....	1	1	.....	2	.....	1	.....	1	.....	.....	.....	1	.....	.....	3
46	New Brunswick Coal and Railway Co.....	.....	5	.....	5	.....	1	.....	2	.....	.....	.....	.....	.....	.....	8
47	New Brunswick and Prince Edward Island.....	.....	3	.....	3	.....	2	1	.....	.....	.....	.....	.....	.....	.....	5
48	New Brunswick Southern.....	.....	2	.....	2	.....	1	.....	1	.....	.....	.....	.....	.....	.....	3
49	New Westminster Southern.....	1	1	.....	2	.....	3	2	.....	.....	.....	.....	.....	.....	.....	6
50	Nosbonsing and Nipissing.....	.....	1	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
51	Nova Scotia Steel and Coal Co.....	.....	1	.....	1	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	2
52	Orford Mountain.....	3	.....	.....	3	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	4
53	Philipsburg Railway and Quarry Co.....	1	.....	.....	1	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	2
54	Quebec Central.....	.....	22	.....	22	.....	13	6	.....	.....	.....	.....	2	.....	.....	34
55	Quebec and Lake St. John.....	11	10	2	23	.....	9	9	.....	.....	.....	5	.....	.....	.....	30
56	Quebec Railway, Light and Power Co.....	5	.....	.....	5	.....	9	16	.....	.....	.....	.....	.....	.....	2	35
57	Quebec, Montreal and Southern.....	.....	11	.....	11	.....	8	.....	.....	.....	.....	.....	.....	.....	.....	15
58	Red Mountain.....	2	.....	.....	2	.....	2	.....	.....	.....	.....	.....	.....	.....	.....	4
59	Salisbury and Harvey.....	.....	3	.....	3	.....	1	.....	.....	.....	.....	.....	2	.....	.....	3
60	Schomberg and Aurora.....	1	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	2
61	St. Clair Tunnel.....	.....	4	.....	4	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	6
62	St. Lawrence and Adirondack.....	4	5	.....	9	5	4	2	1	.....	.....	.....	.....	.....	.....	17
63	Sydney and Louisburg (Dominion Coal Co.).....	2	13	10	25	.....	2	1	3	.....	.....	.....	.....	.....	.....	26
64	Teniscouata.....	6	.....	.....	6	.....	2	2	2	.....	.....	.....	2	.....	.....	8
65	Temiskaming and Northern Ontario.....	6	8	2	16	.....	14	16	.....	.....	.....	.....	9	.....	.....	39
66	Thousand Islands.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
67	Toronto, Hamilton and Buffalo.....	8	9	3	20	.....	9	3	4	.....	.....	.....	3	.....	.....	19
68	Vancouver, Victoria and Eastern.....	6	.....	.....	6	.....	2	2	2	.....	.....	.....	.....	.....	.....	8

[illegible]

Number.	NAME OF RAILWAY.	CARS IN FREIGHT SERVICE.					CARS IN COMPANY'S SERVICE.										Total cars in service.	Cars leased.
		Box.	Flat.	Stock.	Coal.	Tank.	Refrigerator.	(Other cars in freight service.	Total.	(Officers and pay.	(Gravel.	Derrick.	(Aboose.	Other road.				
1	Alberta Railway and Irrigation Co	4	10		50				61	2			3	4	9	78		
2	Albert Southern (not in operation).																	
3	Algoma Central and Hudson Bay.	34	389		26			411	860	1		2	12	20	35	904		
4	Atlantic and Lake Superior	4						10	11				1		1	19		
5	Atlantic, Quebec and Western (under construction).																	
6	Bay of Quinté	18	126						144		20		2	3	25	179		
7	Bedlington and Nelson	2							2							3		
8	Beersville Coal and Railway Co	1	1						2							3		
9	British Yukon.	97	76	33	12		4		222	1		1	8	3	13	248		
10	Brockville, Westport and North-western	8	4	2	4				18					2	2	30		
11	Bruce Mines and Algoma (not in operation.																	
12	Buctouche and Moneton.	5	37						42							46		
13	Brandon, Saskatchewan & Hudson Bay.	16							16							17		
14	Canada Coals and Railway Co.	2			5				7							8		
15	Canada Southern.	1,513	185	53	50	35			1,836			3	76	111	190	2,120		
16	Canadian Govt. Railways Intercolonial.	5,996	2,780	123	1,624	25	109	50	10,707	7	130		119	21	277	11,407		
	Prince Edward Island.	260	147	21	22		3	4	457	2				19	21	533		
17	Canadian Northern.	5,186	984	121	48		52	160	6,551	6	3	9	97	110	225	6,937		
18	Canadian Northern Ontario.	100	383	2			1	36	516				9	1	10	552		
19	Canadian Northern (Quebec.)	539	215	48	69		5	30	906	1			15	90	106	1,041		
20	Canadian Pacific.	27,840	6,947	2,275	1,555	3	926	859	40,405	35	1,150	36	722	922	2,865	44,701		
21	Cape Breton.		50						50							54		
22	Caracquet		25						30							32		

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TABLE 9.—*Concluded.*—SUMMARY of Equipment for the Year ending June 30, 1907

Number	NAME OF RAILWAY,	CARS IN FREIGHT SERVICE.					CARS IN COMPANY'S SERVICE.						Total cars in service.	Cars leased	Fast freight time service.
		Box.	Flat.	Stock.	Coal.	Tank.	Refrigerator.	(Other cars in freight service.	Total.	Officers' and pay.	Gravel.	Derrick.	Gasboose.	Other road.	Total.
23	Carillon and Grenville.			2				1	3						8
24	Central Ontario.	53	141	1	16				205	1			5		222
25	Crow's Nest Southern.	51	17						68						72
26	Cumberland Railway and Coal Co.	2	33		485				520				1	1	528
27	Dominion Atlantic.	191	235	14	25				465				4	4	525
28	Edmonton, Yukon and Pacific (C. N. R.)														
29	Elgin and Havelock			7					8						10
30	Esquimalt and Nanaimo.	12	63	1	10				86				4	3	116
31	Grand Trunk (Canada Atlantic).	1,897	383	57	87		25		2,449	1	3	1	25	63	2,582
32	Grand Trunk (in Canada)	17,954	4,734	1,812	3,487	68	607		28,662	10	700	22	346	813	31,360
33	Gulf Shore (in Caraquet)														
34	Grand Trunk Pacific	3,700							3,700						3,700
35	Halifax and South-western	44	275	2	3	1			325				4	13	372
36	Hampton and St. Martin's	1	6						7						9
37	Hereford														
38	Indian River (not in operation).														
39	International of New Brunswick (not in operation).														
40	Inverness Railway and Coal Co.	8	29		98				135				3	5	147
41	Irodale, Bancroft and Ottawa.	2	30						32						34
42	Kaslo and Slocan (B.C.).	26	7		9				42				1	5	51
43	Kent Northern	1	1						2						3
44	Kettle River Valley.														
45	Kingston and Pembroke.	7	43					2	52	1		1		1	67
46	Klondike Mines	7	16						23						25
47	Lake Erie and Detroit River.	242	30	35	567		2		876				13	7	924
48	Liverpool and Milton.	1	10						11						12
49	Lotbiniere and Megantic.	2	25						27						29
50	Maganetawan River.														
51	Manitoulin and North Shore.														
52	Massawippi Valley.	350	150						500				3	2	518
53	Montreal and Atlantic	301	218	38			1		558				12	57	655
54	Montreal and Province Line.														
55	Montreal and Vermont Junction														
56	Morrissey, Fernie and Michel.	1	1		55				57				1		63

57	Midland Railway Co. of Manitoba..	9	.....	.....	.....	9	.....	.....	.....	11		
58	Nelson and Fort Sheppard	8	.....	6	.....	18	.....	1	.....	22				
59	New Brunswick Coal and Ry. Co.	6	.....	10	.....	71	.....	1	.....	75				
60	New Brunswick and Prince Edward Island	4	.....	.....	.....	45	.....	.....	.....	48		
61	New Brunswick Southern	11	.....	.....	.....	51	.....	1	.....	54			
62	New Westminster Southern	19	.....	.....	.....	26	.....	.....	.....	31		
63	Norbonsing and Nipissing .....	.....	.....	.....	.....	58	.....	1	.....	59		
64	Nova Scotia Steel and Coal Co.	2	.....	26	.....	43	.....	.....	.....	44			
65	Orford Mountain .....	.....	.....	.....	.....	13	.....	.....	.....	16	
66	Ottawa and New York .....	.....	.....	.....	.....	.....	.....	.....	.....	.....
67	Philipsburg Railway and Quarry Co	.....	.....	.....	.....	1	.....	.....	.....	2	
68	Pontiac and Renfrew (not in oper.) ..	.....	.....	.....	.....	.....	.....	.....	.....	.....
69	Princeton Branch of Washington Co. Ry .....	.....	.....	.....	.....	.....	.....	.....	.....	.....
70	Qu'Appelle, Long Lake and Saskat- chewan .....	.....	.....	.....	.....	.....	.....	.....	.....	.....
71	Quebec Central	308	325	49	6	688	1	7	9	731								
72	Quebec and Lake St. John	369	281	22	4	745	1	11	28	803								
73	Quebec and New Brunswick .....	.....	.....	.....	.....	.....	.....	.....	.....	.....
74	Quebec Railway Light & Power Co.	17	49	14	.....	80	.....	.....	.....	115				
75	Quebec, Montreal and Southern	45	48	.....	.....	93	.....	4	8	121					
76	Red Mountain	11	.....	.....	.....	11	.....	.....	.....	15		
77	Rutland and Noyan .....	.....	.....	.....	.....	.....	.....	.....	.....	.....
78	Salisbury and Harvey	3	29	1	.....	33	.....	1	1	37						
79	Schoenberg and Aurora .....	.....	15	.....	.....	15	.....	.....	.....	17		
80	Stanstead, Shefford and Chambly ..	.....	.....	.....	.....	.....	.....	.....	.....	.....
81	St. Clair Tunnel .....	.....	.....	.....	.....	.....	.....	9	9	9		
82	St. John Valley and River du Loup ..	.....	.....	.....	.....	.....	.....	.....	.....	.....
83	St. Lawrence and Adirondack	75	30	.....	.....	105	.....	3	4	120					
84	Sydney & Louisburg Don. Coal Co.) ..	16	66	1,430	.....	1,512	.....	8	1	1,528						
85	Témiscouata	39	61	.....	.....	100	1	2	4	115						
86	Tenimscaming and Northern Ontario	50	347	10	.....	407	2	9	6	464							
87	Thousand Islands .....	.....	1	.....	.....	1	.....	.....	.....	2		
88	Toronto, Hamilton and Buffalo	48	91	10	.....	149	1	6	4	179							
89	Vancouver, Victoria and Eastern	59	.....	.....	.....	59	.....	.....	.....	65		
90	Vancouver, Westminster & Yukon ..	.....	15	.....	.....	15	.....	.....	.....	17		
91	Victoria and Sydney, B.C.	2	15	.....	.....	17	.....	1	1	21					
92	Victoria Terminal Ry. & Ferry Co. ....	.....	.....	.....	.....	.....	.....	.....	.....	2
93	Wellington Colliery (Ladysmith Ry)	.....	17	.....	.....	253	11	.....	1	271				
94	Wellington Colliery Co	5	14	.....	.....	191	9	.....	9	201					
95	Wabash Railway Co. in Canada	559	22	86	172	933	.....	33	10	1,013							
96	York and Carleton	1	2	.....	.....	3	.....	.....	.....	4			
Final total		68,149	20,477	4,817	10,358	132	1,917	1,557	107,107	74	2,049	83	1,583	2,318	6,107	117,156	7,932	500

Note.—The Ottawa and New York Railway returned, too late for inclusion in the above table; 3 locomotives, 4 cars in passenger service, 21 cars in freight service, and 2 road cars.

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TABLE 9.—*Concluded.* —SUMMARY of Cars in Freight Service for the

Number.	NAME OF RAILWAY.	BOX CARS.		FLAT CARS.		STOCK CARS.	
		Number.	Aggregate Capacity.	Number.	Aggregate Capacity.	Number.	Aggregate Capacity.
			Tons.		Tons.		Tons.
1	Alberta Railway and Irrigation Co.	4	80	10	200		
2	Algoma Central and Hudson Bay.. . . .	34	1,195	389	14,215		
3	Atlantic and Lake Superior.. . . .	4	60	10	150		
4	Bay of Quinté	18	370	126	2,820		
5	Beersville Coal and Railway Co.....	1	15	1	15		
6	British Yukon.....	97	1,868	76	1,448	33	660
7	Brockville, Westport and Northwestern.....	8	200	4	80	2	80
8	Buctouche and Moncton.. . . .	5	100	37	605		
9	Canada Coals and Railway Co.....	2	20				
10	Canada Southern	1,513	50,220	185	4,280	53	1,060
11	Canadian Government Railways—Intercolonial.	5,996	164,315	2,780	63,030	123	2,525
	Prince Edward Island.....	260	2,600	147	1,470	21	210
12	Canadian Northern	5,186	153,930	984	29,520	121	3,490
13	Canadian Northern Ontario	100	3,000	383	11,490	2	60
14	Canadian Northern Quebec.....	539	15,740	215	5,665	48	1,200
15	Canadian Pacific.....	27,840	775,275	6,947	208,185	2,275	60,945
16	Cape Breton.....			50	1,500		
17	Caraquet	5	75	25	375		
18	Central Ontario.....	53	1,270	141	3,420	1	20
19	Cumberland Railway and Coal Co	2	40	33	430		
20	Dominion Atlantic.....	191	3,955	235	5,385	14	245
21	Elgin and Havelock			7	20	1	10
22	Esquimalt and Nanaimo.	12	240	63	1,333	1	20
23	Grand Trunk (Canada Atlantic)	1,897	51,420	383	9,890	57	1,500
24	Grand Trunk, in Canada	17,954	474,505	4,734	118,475	1,812	46,595
25	Grand Trunk Pacific.....	3,700	111,000				
26	Halifax and Southwestern.....	44	1,210	275	7,200	2	40
27	Hampton and St. Martin's	1	15	6	120		
28	Inverness Railway and Coal Co	8	160	29	870		
29	Irondale, Bancroft and Ottawa	2	40	30	600		
30	Kaslo and Slocan, B.C.....	26	520	7	140		
31	Kent Northern	1	12	1	12		
32	Kingston and Pembroke.....	7	140	43	860		
33	Klondyke Mines.....	7	105	16	240		
34	Lake Erie and Detroit River	242	6,710	30	750	35	700
35	Liverpool and Milton	1	5	10	50		
36	Lotbinière and Mégantic.....	2	30	25	750		
37	Montreal and Atlantic.....	301	5,395	218	5,565	38	840
38	Morrissey, Fernie and Michel, B.C.....	1	20	1	14		
39	New Brunswick Coal and Railway Co	6	160	55	1,350		
40	New Brunswick and Prince Edward Island	4	70	41	615		
41	Nosbonsing and Nipissing.....			58	290		
42	Orford Mountain.....			13	260		
43	Philipsburg Railway and Quarry Co			1	10		
44	Quebec Central	308	7,415	325	7,350	49	1,215
45	Quebec and Lake St. John	369	10,870	281	6,770	22	525
46	Quebec Railway, Light and Power Co.	17	340	49	980		
47	Red Mountain.	9	180	6	120		
48	Salisbury and Harvey	3	30	29	435	1	10
49	Schomberg and Aurora			15	150		
50	Sydney and Louisburg (Dominion Coal Co).....	16	320	66	1,020		
51	Temiscouata.....	39	780	61	1,320		
52	Temiskaming and Northern Ontario	50	1,500	347	10,410	10	300
53	Thousand Islands.....			1	20		
54	Toronto, Hamilton and Buffalo	48	1,440	91	2,580	10	300
55	Vancouver, Victoria and Eastern.						
56	Vancouver Copper Co			2	20		
57	Wellington Colliery Co. (Ladysmith Railway).....			17	175		
58	York and Carleton	1	20	4	120		
	Final total.	66,934	1,848,980	20,118	535,167	4,731	122,550

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Year ending June 30, 1907, showing Number and Aggregate Capacity.

COAL CARS.		TANK CARS.		REFRIGERATOR CARS.		OTHER CARS.		TOTAL.	
Number.	Aggregate Capacity.	Number.	Aggregate Capacity.	Number.	Aggregate Capacity.	Number.	Aggregate Capacity.	Number.	Aggregate Capacity.
	Tons.		Tons.		Tons.		Tons.		Tons.
50	1,000							64	1,280
26	790					411	14,405	860	30,605
								14	210
								144	3,190
								2	30
12	240			4	80			222	4,296
4	80							18	440
								42	705
5	50							7	70
50	1,140	35	710					1,836	57,410
1,624	19,983	25	625	109	2,955	50	1,500	10,707	254,933
22	330			3	30			453	4,640
48	1,920			1,552	1,560	160	6,400	6,551	196,820
				1	30	30	120	516	14,700
69	1,725			5	125	30	1,200	906	25,655
1,555	61,310	3	60	926	24,765	859	22,700	40,405	1,153,240
								50	1,500
								30	450
10	400							205	5,110
485	5,805							520	6,275
25	500					8	140	473	10,225
								8	30
10	300							86	1,893
87	3,080			25	750			2,449	66,640
3,487	139,635	68	1,198	607	18,090			28,662	798,498
								3,700	111,000
3	45	1	30					325	8,525
								7	135
98	2,940							135	3,970
								32	640
9	180							42	840
								2	24
						2	40	52	1,040
								23	345
567	16,220			2	60			876	24,440
								11	55
				1	30			27	780
55	1,650							558	11,830
10	250							57	1,684
								71	1,760
								45	685
						1	5	59	295
								13	260
								1	10
				6	180			688	16,160
69	1,405			4	90			745	19,660
14	280							80	1,600
								15	300
								33	475
								15	150
1,430	26,000							1,512	27,340
								100	2,100
								407	12,210
								1	20
								149	4,320
						250	12,500	250	12,500
						8	80	10	100
236	4,380					11	110	264	4,665
								5	140
10,060	291,638	132	2,623	1,745	48,745	1,820	59,200	105,540	2,908,903

TABLE 10.—Summary of Bridges, Trestles and Tunnels for the year ending June 30, 1907.

Name of Railway.	STONE.			IRON.			WOODEN.		
	No.	Aggregate Length.	Minimum Length.	Maximum Length.	No.	Aggregate Length.	Minimum Length.	Maximum Length.	No.
		Ft. In.	Ft. In.	Ft. In.		Ft. In.	Ft. In.	Ft. In.	
Alberta Ry. and Irrigation Co.									4
Albert Southern									615 0
Algoma Central and Hudson Bay.	2	473 0		290 0					80 0
Atlantic and Lake Superior	5	1,277 0		40 0					
Atlantic, Quebec and Western (under construction).									
Bay of Quinté.									
Bedlington and Nelson.									1
Beersville Coal and Ry. Co.									75 0
British Yukon.									
Brockville, Westport and Northwestern.	1	69 0		69 0					31
Bruce Mines and Algoma									69 0
Buctouche and Moncton									
Brandon, Saskatchewan & Hudson Bay									
Canada Coals and Ry. Co.									1
Canada Southern	32	645 9	8 0	93 0	47	6,027 5	11 0	1,735 0	2
Canadian Government Railways—									3
Intercolonial					*396	37,071 0	10 0	1,785 6	94
Prince Edward Island					44	4,858 0	12 0	2,520 0	14
Canadian Northern					11	10,690 2	762 0	2,216 5	36
Canadian Northern, Ontario					20	2,314 6	20 0	223 0	
Canadian Northern, Quebec					20	5,251 7	20 0	1,416 6	
Canadian Pacific	57	3,267 0	10 0	172 0	{ 594	81,492 4	10 0	3,654 0	{ 1698
					{ 110*	19,778 6	23 0	629 0	{ 71,300 5
Cape Breton.									3 0
Caraquet									1,878 0
Carillon and Grenville.									9
Central Ontario	10	1,034 0		34 0					1,775 0
Crows Nest Southern									50 0
Cumberland Ry. and Coal Co	5								45 0
									3
									804 0
									44 0
									1
									450 0

*Steel.

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Dominion Atlantic...	17	4,074	8	29	0	1,207	3	7	2,263	0	40	0	586	0
Edmonton, Yukon and Pacific...														
Elgin and Havelock														
Esquimalt and Nanaimo	4	351	0	32	0	233	0	12	413	0	4	0	160	0
Grand Trunk	1,074	101,822	8	8	0	6,591	0	276	14,030	4	10	0	560	0
" (Canada Atlantic)	69	10,743	4	19	6	3,930	0	75	13,197	1	14	0	784	0
Gulf Shore														
Halifax and South Western	48	4,337	6	16	0	406	0	114	1,589	0	8	0	56	0
Hampton and St. Martins														
Hereford	6	292	8	23	0	71	6	4	637	1	10	6	318	6
Hillcrest Ry., Coal and Coke Co.								2	600	0			300	0
International of New Brunswick														
Inverness Ry. and Coal Co.	9	525	0	20	0	120	0	5	52	0	8	0	14	0
Irondale, Bancroft and Ottawa	1	90	0					16	575	0				
Kaslo and Slocan								15	2,397	0	48	0	395	0
Kent Northern	1													
Kettle River Valley														
Kingston and Pembroke	10	448	0	24	0	105	0	78	753	0	4	0	47	0
Klondyke Mines	2	486	11	80	0	406	11							
Lake Erie and Detroit River	9	3,217	0	55	0	1,215	0							
Liverpool and Milton								1	210	0				
Lotbiniere and Megantic	1	34	0			34	0							
Magametawan River														
Manitoulin and North Shore	3	304	3	183	0	51	3	11	2,223	0	26	0	403	0
Massawippi Valley								11	391	8	10	0	141	0
Montreal and Atlantic	18	1,531	0	25	0	287	0	5	1,115	0	47	4	387	9
Montreal and Province Line	1	94	0	94	0	94	0	12	955	0	8	0	724	9
Montreal and Vermont Junction	1	289	3½	289	3½	289	3½	1	25	0	25	0	25	0
Morrissey, Fernie and Michel, B.C.								2	430	0	30	0		
Midland of Manitoba								1	400	0				
Nelson and Fort Sheppard								37	5,122	0	12	6		
New Brunswick Coal and Ry. Co.	2	320	0	100	0	220	0	6	793	0	17	0	150	0
New Brunswick and Prince Edward Isl'd.								7	1,035	0	52	0	350	0
New Brunswick Southern	4	255	0	33	0	100	0	32	1,278	0	8	0	242	0
New Westminster Southern								1	70	0				
Norrbousing and Nipissing														
Nova Scotia Steel and Coal Co.														
Oxford Mountain								9	382	0	20	0	80	0
Ottawa and New York	3	2,566	0	150	0	2,236	0							
Philipsburg Ry. and Quarry Co.														
Princeton Branch of Washington Co. Ry., U.S.A.	3	1,013	8	253	1	468	8							
Qu'Appelle, Long Lake & Saskatchewan	1	1,014	0	1,014	0	1,014	0							
Quebec Bridge and Approaches														
Quebec Central	26	2,286	0	17	6	515	0							
Quebec and Lake St. John	26	3,569	0	24	0	220	0	1	77	0				
Quebec and New Brunswick														
Quebec Ry. Light and Power Co.														
Quebec, Montreal and Southern														
Red Mountain								6	1,228	3½	14	3	352	0

TABLE 10 (Continued). Summary of Bridges, Trestles and Tunnels for the Year ending June 30, 1907.

BRIDGES.

NAME OF RAILWAY.	STONE.			IRON.			WOODEN.		
	No.	Aggregate Length.	Minimum Length.	Maximum Length.	No.	Aggregate Length.	Minimum Length.	Maximum Length.	No.
		Ft. In.	Ft. In.	Ft. In.		Ft. In.	Ft. In.	Ft. In.	
Rutland and Noyan.....									
Salisbury and Harvey.....									13
Schenberg and Aurora.....									185 0
Stanstead, Shefford and Chambly.....	1			112 6					5
St. Clair Tunnel Yard and Approaches.....									549 0
St. Lawrence and Adirondack.....	10			33 0					14 0
Sydney and Louisburg (Dom. Coal Co.)..	11			12 0					334 0
Temiscouata.....	5			54 6					
Temiscaming and Northern Ontario.....	9			28 0					
Thousand Islands.....	5			103 0					
Toronto, Hamilton and Buffalo.....	10			15 6					3
Vancouver, Victoria and Eastern.....									710 0
Vancouver, Westminster and Yukon.....									
Victoria and Sydney, B.C.....									
Vancouver Copper Co's. Ry.....									
Wellington Colliery Co.....									
York and Carleton.....									
Totals.....	183	2,654			2,666				

Table 10 (Continued).—Summary of Bridges, Trestles and Tunnels for the Year ending June 30, 1907.

BRIDGES.										TRESTLES.									
NAME OF RAILWAY.				COMBINATION.				TOTAL.											
No.	Aggregate Length.	Minimum Length.		Maximum Length.		No.	Aggregate Length.	Minimum Length.		Maximum Length.		No.	Aggregate Length.	Minimum Length.		Maximum Length.			
		Ft.	In.	Ft.	In.			Ft.	In.	Ft.	In.			Ft.	In.	Ft.	In.		
Alberta Ry. and Irrigation Co.						4	615	0	80	0	300	0	4	3,420	0	90	0	1,515	0
Albert Southern (not in operation)																			
Algoma Central and Hudson Bay.	2	991	0	481	0	4	1,464	0											
Atlantic and Lake Superior.	2	950	0	450	0	7	1,277	0					9	1,346	0	50	0	350	0
Atlantic, Quebec and Western (under construction.)																			
Bay of Quinte.	13	1,070	0	24	0	13	1,070	0	24	0	200	0	12	3,398	0	65	0	767	0
Bedlington and Nelson.						1	75	0											
Beersville Coal and Railway Co.																			
British Yukon.	1	150	0			1	150	0					30	2,322	40	16	0	702	40
Brockville, Westport and Northwestern.	19	179	6	6	0	51							2	1,275	0	575	0	706	0
Bruce Mines and Algoma																			
Buctouche and Moncton																			
Brandon, Saskatchewan and Hudson Bay.						1	252	0					28	3,126	0	56	0	420	0
Canada Coals and Railway Co						2													
Canada Southern.						82													
Canadian Govt. Ry. Intercolonial.						490	41,654	2					35	2,215	0	9	0	508	0
Prince Edward Island.						58	5,110	0					22	9,669	0	41	0	2,964	0
Canadian Northern.						47	14,865	10					1,554	163,279	0	8	0	3,750	0
Canadian Northern Ontario.	2	49	0	22	0	22	2,363	0					81	9,983	0	15	0	675	0
Canadian Northern Quebec.	11	8,460	0	16	0	31	13,711	0					34	4,137	0	12	0	450	0
Canadian Pacific.	6	1,766	6	23	0	2,465	177,604	9					1,499	224,455	11	5	0	9,640	0
Cape Breton.	4	509	0	33	0	4	509	0	33	0	370	0	1	200	0				
Caracquet						9	1,775	6	50	0	400	0							
Carillon and Grenville																			
Central Ontario.						11	1,034	0	45	0	490	0							
Crow's Nest Southern						3	804	0	44	0	450	0	13	3,589	0	11	0	1,712	0
Cumberland Coal and Railway Co						6													
Dominion Atlantic.						24	1,074	8	29	0	1,207	3	29	8,418	0				
Edmonton, Yukon and Pacific.																			
Elgin and Havelock.																			
Esquimaux and Nanaimo.	1	246	0			17	980	0					32	6,693	0	15	0	989	0

TABLE 10 (Continued).—Summary of Bridges, Trestles and Tunnels for the Year ending June 30, 1907.

NAME OF RAILWAY.		COMBINATION.						TOTAL.						TRETTLES.					
No.	Aggregate Length.	Minimum Length.		Maximum Length.		No.	Aggregate Length.	Minimum Length.		Maximum Length.		No.	Aggregate Length.	Minimum Length.		Maximum Length.			
		Ft.	In.	Ft.	In.			Ft.	In.	Ft.	In.			Ft.	In.	Ft.	In.		
25	4,075 0	21 0	637 0	1,465	111,426 0														
4	827 0	100 0	371 0	148	24,767 5														
				164	5,943 6														
				10	929 0							2	478 9	119 9	359 0				
				2	300 0														
				14	577 0							14	2,139 0	48 0	420 0				
				17	575 0							1	1,800 0						
				15	2,397 0														
				1	20 0														
				88	1,201 0							3	423 0	36 0	247 0				
				2	486 11							15	2,965 6	32 0	425 0				
				9	3,217 0							103	2,378 0	8 0	245 0				
				1	210 0														
				1	34 0							1	600 0						
	215 0	215 0	215 0	1	215 0							1	162 0	162 0	162 0				
				14	2,527 3														
				12	463 8							7	878 5	40 0	224 0				
				23	2,646 0							459	8,687 8	5 0	683 0				
				13	1,049 3							39	1,119 0	6 0	113 0				
				2	289 3½							5							
				2	430 0							6	2,080 0	20 0	900 0				
				1	400 0							49	5,949 0	28 0	602 0				
1	580 0		580 0	38	5,702 0							21	4,567 0	40 0	500 0				
				8	1,113 0														
				7	1,035 0														
				36	1,533 0							8	630 0	40 0	220 0				
				1	70 0							4	1,402 0	11 0	542 0				

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Canada Atlantic (C.T.R.)	5	20	6						20	6
Gulf Shore										
Halifax and Southwestern	1	43	6						1	43 6
Hampton and St. Martins										
Hereford										
Hillcrest Ry. Coal and Coke Co.										
Indian River										
International of N.B.										
Inverness Ry. and Coal Co.										
Irondale, Bancroft and Ottawa										
Kaslo and Slocan	1	22	0						1	22 0
Kent Northern										
Kettle River Valley										
Kingston and Pembroke									1	16 5
Klondyke Mines										
Lake Erie and Detroit River										
Liverpool and Milton									5	19 0
Lotbiniere and Megantic										
Maganetawan River										
Manitoulin and North Shore										
Massawippi Valley	1	17	5							
Montreal and Atlantic									1	17 5
Montreal and Province Line									1	18 10
Montreal and Vermont Junction										
Morrissey, Fernie and Michel, B.C.										
Nelson and Fort Sheppard										
New Brunswick Coal and Railway Co.										
New Brunswick and Prince Edward Island										
New Brunswick Southern										
New Westminster Southern										
Nosbonsing and Nipissing										
Nova Scotia Steel and Coal Co.										
Orford Mountain										
Ottawa and New York	1	20	0						1	20 0
Philipsburg Railway and Quarry Co.										
Princeton Branch of Washington Co. Ry., U.S.A.										
Qu'Appelle, Long Lake and Saskatchewan										
Quebec Bridge and approaches										
Quebec Central										
Quebec and Lake St. John									2	11 0
Quebec and New Brunswick										
Quebec Railway, Light and Power Co.										
Quebec, Montreal and Southern										
Red Mountain										
Rutland and Noyan										
Salisbury and Harvey										
Schomberg and Aurora										
Stanstead, Shefford and Chambly										
St. Clair Tunnel, yard and approaches	1	6,000	0	6,000	0	6,000	0			
St. Lawrence and Adirondack										

TABLE 10 (Continued).—Summary of Bridges, Trestles and Tunnels for the Year ending June 30, 1907

NAME OF RAILWAY.	OVERHEAD HIGHWAY CROSSINGS.											
	TUNNELS.				Bridges, Conduits, Trestles, Total.							
	No.	Aggregate length.		Maximum length.	Bridges.		Conduits.		Trestles.		Total.	
		Ft.	In.		Ft.	In.	No.	Height of lowest above rail.	No.	Height of lowest above rail.		No.	Height of lowest above rail.
Sydney and Louisburg (Dominion Coal Co.)												
Temiscouata.												
Temiscaming and Northern Ontario												
Thousand Islands.												
Toronto, Hamilton and Buffalo	1	1,903 0										
Vancouver, Victoria and Eastern	4	1,479 0	113 0	900 0								
Vancouver, Westminster and Yukon												
Victoria Terminal Railway and Ferry Co.												
Victoria and Sydney, B.C.												
Vancouver Copper Co.												
Wellington Colliery Co												
York and Carleton												
Total	72				161		1		239			401

TABLE 10 (Continued).—Summary of Bridges, Trestles and Tunnels for the Year ending June 30, 1907.

NAME OF RAILWAY.	OVERHEAD RAILWAY CROSSINGS.								TUNNELS.		TELEGRAPH.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																												
	Bridges.		Conduits.		Trestles.		Total.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																
	No.	Height of lowest above rail.	No.	Height of lowest above rail.	No.	Height of lowest above rail.	No.	Height of lowest above rail.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																															
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Alberta Railway and Irrigation Co.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																							
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Algoma Central and Hudson Bay.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																							
Atlantic and Lake Superior.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																							
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Bay of Quinté.	2																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																						
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Beersville Coal and Railway Co.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																							
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Brockville, Westport and Northwestern.	1	32	5																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																				
Bruce Mines and Algoma.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																							
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Canada Coals and Railway Co.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																							
Canada Southern.	2	21	4																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																				
Canadian Government Railways—Intercolonial.	1	16	8																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																				
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Canadian Northern Ontario.	3	22	1																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																				
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Canadian Pacific.	18	14	6			3	17	2	21	14	6	62	17	2																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																									

TABLE (Concluded).—Summary of Bridges, Trestles and Tunnels for the Year ending June 30, 1907.

NAME OF RAILWAY.	OVERHEAD RAILWAY CROSSINGS.						TUNNELS.			TELEGRAPH.	
	Bridges.		Conduits.		Trestles.		Total.		Miles of line operated by	Other Company.	
	No.	Height of lowest above rail.	No.	Height of lowest above rail.	No.	Height of lowest above rail.	No.	Height of lowest above rail.			
											Ft.
Grand Trunk.....	33	16 4	1		2		36	16 4	*6,422 08		
Canada Atlantic (G.T.R.)..	4	22 0					4	22 0			
Gulf Shore											
Halifax and Southwestern ..									318 70	50 20	
Hampton and St. Martins.....											
Hereford											
Hillcrest Railway, Coal and Coke Co....											
International of New Brunswick.....											
Inverness Railway and Coal Co.....	1	50 0					1	50 0	61 00		
Irondale, Bancroft and Ottawa.....									28 80		
Kalso and Slocan											
Kent Northern.....											
Kettle River Valley										103 40	
Kingston and Pembroke											
Klondyke Mines									31 50	150 50	
Lake Erie and Detroit River.....											
Liverpool and Milton											
Lotbiniere and Megantic.....											
Maganetawan River.....											
Manitoulin and North Shore.....										35 46	
Massawippi Valley											
Montreal and Atlantic.....										40 00	
Montreal and Province Line										23 60	
Montreal and Vermont Junction.....											
Morrissey, Fernie and Michel, B.C									38 35	38 35	
Midland of Manitoba.....											
Nelson and Fort Sheppard.....											
New Brunswick, Coal and Railway Co....											
New Brunswick and Prince Edward Island.....											
New Brunswick Southern.....										35 00	
New Westminster Southern.....										24 09	

7-8 EDWARD VII., A. 1908

7-8 EDWARD VII., A. 1908

TABLE 11, A.—Summary of Accidents to Persons for the
Accidents resulting from the Movement
PASSEN

No.	NAME OF RAILWAY.	KIND OF									
		COL- LISIONS.		DERAIL- MENTS.		PARTING OF TRAINS.		LOCOMOTIVES OR CARS BREAKING DOWN.		FALLING FROM TRAINS, LOCOMO- TIVES OR CARS.	
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1	Canada Southern.....				1						
2	Canadian Northern				1						
3	Canadian Northern Quebec.....		1								
	Canadian Govt. Rys.—										
4	Intercolonial.....		31		4		3			1	3
5	Canadian Pacific.....	26	31	14	30					1	11
6	Esquimalt and Nanaimo.....										
7	Grand Trunk, in Canada.....		26	3	82						18
8	Grand Trunk (Canada Atlantic)....		2		1						
9	Lake Erie and Detroit River		2		3						
10	Montreal and Vermont Junction....										
11	Morrissey, Fernie and Michel.....										
12	Nelson and Fort Sheppard.....			4	5						
13	Quebec, Montreal and Southern....										
14	Quebec Ry., Light and Power Co....										
15	Stanstead, Shefford and Chambly..										
16	St. Lawrence and Adirondack										1
17	Temiskaming and Northern Ontario ..										2
18	Toronto, Hamilton and Buffalo.....										1
	Total.....	26	93	21	127	...	3	...		2	36

Postal Clerks, Expressmen and Pullman Employees—C.P.R. : Collisions, killed, 2 ; derailment, killed, 1. C.N.R. : Derailments, injured, 1. I.C.R. : Collisions, injured, 3. G.T.R. : Collisions, injured, 1 ; derailments, injured, 2. Total—Killed, 3 ; injured, 7.
NOTE.—These are additional to figures shown on this table.

SESSIONAL PAPER No. 20b

Year ending June 30,1907, showing kind of Accident.

of *Trains, Locomotives or Cars.*

GERS.

ACCIDENT.

JUMPING ON OR OFF TRAINS, LOCOMO- TIVES OR CARS.		STRUCK BY TRAINS, LOCOMOTIVES OR CARS.						OTHER CAUSES.		TOTAL ACCIDENTS TO PASSENGERS.		No.
		At Highway Crossings.		At Stations.		At other points along Track.						
Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
.....	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	2	1
.....	1	.....	.....	.....	1	.....	.....	.....	.....	.....	3	2
.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	2	3
.....	2	.....	.....	.....	.....	.....	.....	.....	1	1	44	4
3	6	.....	.....	2	1	.....	1	2	4	48	84	5
.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1	.....	6
6	22	4	7	1	.....	.....	.....	.....	37	14	192	7
.....	2	.....	.....	.....	.....	.....	.....	.....	.....	.....	5	8
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	5	9
.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	10
.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1	.....	11
.....	1	.....	.....	.....	.....	.....	.....	.....	1	4	7	12
.....	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1	13
1	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	14
.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	15
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	16
.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	3	17
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	18
10	38	4	7	4	3	.....	1	3	44	70	352	

7-8 EDWARD VII., A. 1908

TABLE 11, B.—Summary of Accidents to Persons for the
ACCIDENTS RESULTING FROM THE MOVE
EMPLOYEES—

Number.	NAME OF RAILWAY.	KIND OF									
		Coupling or Uncoupling.		Collisions.		Derailments.		Parting of Trains.		Locomotives or Cars breaking down.	
		Killed	In- jured.	Killed	In- jured.	Killed	In- jured.	Killed	In- jured.	Killed	In- jured.
1	Atlantic and Lake Superior			1							
2	Bay of Quinté		4								
3	Canadian Northern	2	3		2	5	10				
4	Canadian Northern Ontario										
5	Canadian Northern Quebec		4	3			1		1		
	Canadian Govt. Railways—										
6	Intercolonial	1	13	6	14		2		2		
7	Prince Edward Island										
8	Canadian Pacific ..	14	17	10	23	5	2	1	1	1	1
9	Central Ontario										
10	Canada Southern	2	7		1	1	1		2		1
11	Dominion Atlantic										
12	Esquimalt and Nanaimo. .		1				2				1
13	Grand Trunk, in Canada.	6	47	10	53	1	26	1	10		
14	Grand Trunk (Canada Atlantic)..	1	1	2	4		2				
15	Halifax and Southwestern..	1		2							
16	Hereford										
17	Inverness Railway and Coal Co..	1	1								
18	Klondyke Mines		1								
19	Lake Erie and Detroit River		3	1	2		2				2
20	Massawippi Valley		1								
21	Montreal and Atlantic	1	1								
22	Montreal and Province Line	1	3								
23	Montreal and Vermont Junction ..										
24	Morrissey, Fernie and Michel										
25	Nelson and Fort Sheppard						4				
26	New Westminster Southern										
27	Quebec Central	1									
28	Quebec, Montreal and Southern. .										
29	Red Mountain										
30	Stanstead, Shefford and Chambly. .										
31	St. Lawrence and Adirondack.										
32	Sydney and Louisburg		4		2						
33	Temiscouata										
34	Temiskaming & Northern Ontario ..		1								
35	Toronto, Hamilton and Buffalo.	1									
36	Vancouver, Victoria and Eastern. .		1								
37	Vancouver, Westminster & Yukon ..										
38	Wellington Colliery Co.										
	Final total	32	113	35	101	12	52	2	16	1	5

SESSIONAL PAPER No. 20b

Year ending June 30, 1907, showing Kind of Accident.

MENT OF TRAINS, LOCOMOTIVES, OR CARS.

TRAINMEN.

ACCIDENT.										Total Accidents to Trainmen.		Average Number employed during Year.	Number.
Falling from Trains, Locomotives or Cars.		Jumping on or off Trains, Locomotives or Cars.		Struck by Trains, Locomotives or Cars.		Overhead Obstructions.		Other Causes.		Killed	In- jured.		
Killed	Injured.	Killed	Injured.	Killed	Injured.	Killed	Injured.	Killed	Injured.	Killed	In- jured.		
										1		13	1
											4		2
2	3		1	3	1		2		2	12	24	1,079	3
									1		1	39	4
2	3		2				1		5	5	17	114	5
3	8		5	1	4				6	11	54	1,973	6
	1										1	75	7
7	24	5	9	5	5		2	8	15	56	99	9,827	8
1										1		26	9
	3		3	1	2				18	4	38	930	10
			1								1	98	11
			1								5	26	12
6	96	1	11	10	19	1	7	5	165	41	434	3,664	13
	11		1		2				4	3	25	407	14
										3		76	15
									1		1	15	16
										1	1	24	17
											1	4	18
	2		2	1			1	1	9	3	23	146	19
					1						2	65	20
									1	1	2	126	21
										1	3	*	22
	1										1	*	23
	1		1								2		24
									1		5	13	25
									1		1	48	26
				1						2		130	27
	1										1	48	28
1										1		10	29
			1								1	*	30
1									3	1	3	15	31
			2						3		11	115	32
	1								6		7	28	33
			1								2	108	34
			2						3	1	5	108	35
	1		2						1		5	17	36
	1										1	16	37
		1								1		18	38
23	157	7	45	22	34	1	13	14	245	149	781		

* Not shown.

7-8 EDWARD VII., A. 1908

TABLE 11, C.—Summary of Accidents to Persons for the
ACCIDENTS RESULTING FROM THE MOVEMENT
EMPLOYEES—

No.	NAME OF RAILWAY.	KIND OF									
		Coupling or Uncoupling.		Collisions.		Derailments.		Parting of Trains.		Locomotives or Cars breaking down.	
		Killed	In- jured.	Killed	In- jured.	Killed	In- jured.	Killed	In- jured.	Killed	In- jured.
1	Algoma Central and Hudson Bay	.....	.....	1	.....	.....	.....	.....	.....	.....	.....
2	Bay of Quinté	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
3	Brandon, Saskatchewan and Hudson Bay	.....	.....	.....	.....	.....	1	.....	.....	.....	.....
4	Canada Southern	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
5	Canadian Government Railways— Intercolonial.	.....	1	.....	.....	.....	.....	.....	.....	.....	.....
6	Canadian Pacific	1	1	3	11	.....	.....	.....	.....	.....	.....
7	Grand Trunk, in Canada	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
8	Grand Trunk (Canada Atlantic)..	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
9	Halifax and Southwestern	.....	.....	1	.....	.....	.....	.....	.....	.....	.....
10	Hereford	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
11	Lake Erie and Detroit River	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
12	Sydney and Louisburg	.....	.....	2	10	.....	.....	.....	.....	.....	.....
13	Temiskaming and Northern On- tario	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
14	Toronto Hamilton and Buffalo	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	Total	1	2	7	21	.....	1	.....	.....	.....	.....

SESSIONAL PAPER No. 20b

Year ending June 30, 1907, showing Kind of Accident.

OF TRAINS, LOCOMOTIVES OR CARS.

TRACKMEN.

ACCIDENT.										Total Accidents to Trackmen.		Average Number employed during Year.	No.
Falling from Trains, Locomotives or Cars.		Jumping on or off Trains, Locomotives or Cars.		Struck by Trains, Locomotives or Cars.		Overhead Obstructions.		Other Causes.					
Killed	Injured.	Killed	Injured.	Killed	Injured.	Killed	Injured.	Killed	Injured.	Killed	In- jured.		
										1		92	1
									3		3	69	2
											1	116	3
	2			6	6			1	1	7	9	1,108	4
				1	2				1	1	4	1,293	5
2	4		4	19	15			1	3	26	38	16,498	6
			1	8	17			2	13	10	31	8,501	7
				2	1				2	2	3	655	8
										1		232	9
					1						1	36	10
				2	1					2	1	152	11
										2	10	82	12
			1	1	1					1	2	482	13
									1		1	168	14
2	6		6	39	44			4	24	53	104	29,484	

7-8 EDWARD VII., A. 1908

TABLE 11, D.—Summary of Accidents to Persons for the
ACCIDENTS RESULTING FROM THE MOVEMENT
EMPLOYEES—

No.	NAME OF RAILWAY.	KIND OF									
		Coupling or Uncoupling.		Collisions.		Derailments.		Parting of Trains.		Locomotives or Cars breaking down.	
		Killed	In- jured.	Killed	In- jured.	Killed	In- jured.	Killed	In- jured.	Killed	In- jured.
1	Canadian Pacific Railway.....										
2	Grand Trunk.										
3	Montreal and Atlantic.....										
4	Sydney and Louisburg										
	Total.....										

EMPLOYEES—SWITCH TENDERS

1	Canadian Government Railways-- Intercolonial.										
2	Canadian Pacific Railway		5								
3	Grand Trunk, in Canada.....		7	1	2						
4	" (Canada Atlantic).....										
5	Lake Erie and Detroit River.....										
6	Sydney and Louisburg.....	1									
	Total.....	1	12	1	2						

EMPLOYEES—

1	Canada Southern.....										
2	Canadian Pacific										
3	Grand Trunk, in Canada.....										
4	" (Canada Atlantic).....										
5	Montreal and Atlantic.....										
	Total.....										

EMPLOYEES—

1	Canada Southern.....										
2	Canadian Northern.....			1	1						
3	Canadian Northern Quebec.										
4	Canadian Government Railways-- Intercolonial..		1								
	Prince Edward Island.....										
5	Canadian Pacific		2	2	4						
6	Crow's Nest Southern.....										
7	Grand Trunk in Canada.....		10		5						
8	" (Canada Atlantic).....				1						
9	Lake Erie and Detroit River.....										
10	Midland of Manitoba.....										
11	Nelson and Fort Sheppard.....					1					
12	Sydney and Louisburg.....										
13	Temiscouata... ..										
14	Vancouver, Victoria and Eastern.....										
	Total... ..		13	3	11		1				

SESSIONAL PAPER No. 20b

Year ending June 30, 1907, showing Kind of Accident.

OF TRAINS, LOCOMOTIVES OR CARS.

STATION MEN.

ACCIDENT.										Total Accidents to Stationmen.	Average Number employed during Year.	No.
Falling from Trains Locomotives or Cars.		Jumping on or off Trains, Locomotives or Cars.		Struck by Trains, Locomotives or Cars.		Overhead Obstructions.		Other Causes.				
Killed	Injured.	Killed	Injured.	Killed	Injured.	Killed	Injured.	Killed	Injured.	Killed	In- jured.	
.....	1	2	.....	.....	.....	.....	1	2	1	7,870
.....	1	.....	1	4,504
.....	1	.....	1	80
1	1	..	18
1	1	2	.....	.....	.....	.....	2	3	3	12,472

CROSSING TENDERS AND WATCHMEN.

.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1	.....	88	1
1	2	.....	.....	.....	1	.....	.....	.....	2	1	10	768	2
1	2	.....	2	2	6	.....	.....	.....	16	4	35	970	3
.....	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1	20	4
.....	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1	11	5
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	8	6
2	4	.....	2	3	7	.....	.....	.....	20	7	47	1,865	

TELEGRAPH EMPLOYEES.

.....	.....	.....	.....	.....	2	.....	.....	.....	1	.....	1	87	1
.....	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	2	1,961	2
.....	1	.....	.....	.....	1	.....	.....	.....	1	.....	3	427	3
.....	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1	43	4
.....	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1	16	5
.....	1	.....	.....	.....	3	.....	.....	.....	4	.....	8	2,534	

OTHER EMPLOYEES.

.....	.....	.....	.....	.....	11	.....	.....	.....	1	.....	12	480	1
.....	1	.....	.....	.....	.....	.....	.....	.....	1	1	3	517	2
.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	29	3
.....	.....	.....	1	1	1	.....	.....	.....	.....	1	3	2,297	4
.....	2	.....	.....	.....	.....	.....	.....	.....	.....	.....	2	75	
.....	3	.....	2	2	3	.....	.....	7	14	11	28	9,346	5
.....	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1	11	6
2	7	.....	6	9	24	1	.....	1	41	13	93	2,980	7
1	1	1	2	1	5	896	8
.....	1	2	1	2	151	9
.....	1	1	15	10
.....	1	11
.....	1	1	26	12
.....	12	12	13
.....	2	2	14
3	16	11	12	41	1	9	74	28	167	16,823	

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TABLE 11, D. (Concluded).—Summary of Accidents to Persons

ACCIDENTS RESULTING FROM THE MOVEMENT

EMPLOYEES

No.	NAME OF RAILWAY.	KIND OF									
		Coupling or Uncoupling.		Collisions.		Derailments.		Parting of Trains.		Locomotives or Cars breaking down.	
		Killed	In- jured.	Killed	In- jured.	Killed	In- jured.	Killed	In- jured.	Killed	In- jured.
1	Canada Southern.....										
2	Canadian Northern.....										
3	Canadian Northern, Quebec....						2				
4	Canadian Govt. Ry.— Intercolonial.....										
5	Canadian Pacific Ry.....		1								1
6	Dominion Atlantic.....										
7	Grand Trunk.....										
8	Toronto, Hamilton and Buffalo..										
	Total.....		1				2				1

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for the Year ending June 30, 1907, showing Kind of Accident.

OF TRAINS, LOCOMOTIVES OR CARS.

SHOPMEN.

ACCIDENT.										Total Accidents to Shopmen.		Average Number employed during Year.	No.
Falling from Trains, Locomotives, or Cars.		Jumping on or off Cars, Locomotives or Cars.		Struck by Trains, Locomotives or Cars.		Overhead Obstructions.		Other Causes.					
Killed	Injured.	Killed	Injured.	Killed	Injured.	Killed	Injured.	Killed	Injured.	Killed	In- jured.		
			1	1						1	1	377	1
	1										1	1,680	2
									1		3	135	3
				1						1		1,441	4
1	1			4	1			1	5	6	9	8,969	5
									1		1	92	6
				1						1		3,782	7
									1		1	90	8
1	2		1	7	1			1	8	9	16	16,494	

TABLE 11, E.—SUMMARY of Accidents to Persons for the Year ending June 30, 1907, showing Kind of Accident.

ACCIDENTS RESULTING FROM THE MOVEMENT OF TRAINS, LOCOMOTIVES, OR CARS.
OTHER PERSONS—TRESPASSING.

Number.	NAME OF RAILWAY.	KIND OF ACCIDENT.												Total Accidents to other Persons— Trespassing.	
		Collisions.		Derailments.		Falling from Trains, Locomotives or Cars.		Jumping on or off Trains, Locomotives or Cars.		Struck by Trains, Locomotives, or Cars—				Killed	In- jured.
										At Highway Crossings.	At Stations.	At other points along Track.	Other Causes		
		Killed.	In- jured.	Killed.	In- jured.	Killed.	In- jured.	Killed.	In- jured.	Killed.	In- jured.	Killed.	In- jured.	Killed	In- jured.
1	Algoma Central and Hudson Bay											1		1	
2	Bay of Quinté					1								1	
3	Canada Southern							2			1			10	3
4	Canadian Northern					1		1				2		5	3
5	Canadian Northern Quebec											1		3	2
	Canadian Govt, Railways—														
6	Intercolonial											7		17	12
7	Prince Edward Island					1		2					2	1	
8	Canadian Pacific	1		1		8		5	4	7	2	41		73	21
9	Esquimalt and Nanaimo							2				5			
10	Grand Trunk, in Canada							11		2	2	2		69	2
11	" (Canada Atlantic)					1		15				37		5	67
12	Hereford									1				1	
13	Kingston and Pembroke												1		
14	Lake Erie and Detroit River							2						1	3
15	Montreal and Atlantic			1								1			1
16	Morrissey, Fernie and Michel										1				
17	Nelson and Fort Sheppard					1									1
18	New Brunswick Coal and Ry. Co.								1						
19	New Westminster Southern								1						
20	Quebec Central													1	
21	Stanstead, Shefford and Chambly							2						4	
22	St. Lawrence and Adirondack										1				2
23	Sydney and Louisburg							2							1
24	Temiskaming & Northern Ontario								2						4
25	Vancouver, Westminster & Yukon									1				2	
	Final total	1		1		10	14	13	24	21	18	122	55	195	125

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TABLE 11, G.—Summary of Accidents to Persons for the
ACCIDENTS ARISING FROM THE CAUSES OTHER THAN THOSE RESULTING
EMPLOYEES—STATION

No.	NAME OF RAILWAY.	STATION MEN.									
		Kind of Accident.									
		Handling Traffic.		Handling Tools, Machinery, &c.		Handling Supplies, &c.		Getting on or off Locomotives or Cars at rest.		Other Causes.	
		Killed	In-jured.	Killed	In-jured.	Killed	In-jured.	Killed	In-jured.	Killed	In-jured.
1	Canada Southern.....										
2	Canadian Northern.....										
3	Canadian Northern, Quebec.....										
4	Canadian Govt. Rys.—										
	Intercolonial.....		1						1		
	Prince Edward Island.....										3
5	Canadian Pacific.....										1
6	Crow's Nest Southern.....										
7	Grand Trunk in Canada.....		27		2				1		7
8	Grand Trunk (Canada Atlantic).....										
9	Hereford.....										
10	Lake Erie and Detroit River.....		1								
11	Massawippi Valley.....						1				
12	Montreal and Vermont Junction.....										
13	Quebec Central.....				2						
14	Quebec Ry., Light and Power Co.....		3								
15	Temiskaming & Northern Ontario.....					1					
16	Thousand Islands.....				1						
17	Toronto, Hamilton and Buffalo.....		2								
	Total		34		5	1	1		2		11

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Year ending June 30, 1907, showing Kind of Accident.

FROM THE MOVEMENT OF TRAINS, LOCOMOTIVES OR CARS.

MEN AND SHOPMEN.

Total Accidents to Station Men.		SHOPMEN.										Total Accidents to Shopmen.		Σ			
		Kind of Accident.															
		Handling Traffic.		Handling Tools, Machinery, &c.		Handling Supplies, &c.		Getting on or off Locomotives or Cars at rest.		Other Causes.							
Killed	Injured.	Killed	Injured.	Killed	In- jured.	Killed	In- jured.	Killed	In- jured.	Killed.	In- jured.						
.....	.....	.....	.....	.....	17	.....	3	.....	2	.....	7	.....	29	1
.....	.....	.....	.....	.....	1	.....	.....	.....	1	.....	.....	.....	2	2
.....	.....	.....	.....	.....	2	.....	2	.....	2	.....	5	.....	11	3
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	4
.....	2	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	3	.....	2	.....	.....	.....	.....	.....	.....	.....	2	.....	4	.....		
.....	1	.....	.....	.....	7	.....	2	.....	.....	.....	3	.....	12	5
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	6
.....	37	27	30	57	7			
.....	2	3	5	8			
.....	1	1	9			
.....	1	3	6	3	12	10			
.....	1	11			
.....	1	1	12			
.....	2	13			
.....	3	1	1	14			
1	15			
.....	1	16			
.....	2	17			
1	53	3	59	14	5	54	135			

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TABLE 11, H.—Summary of Accidents to Persons for the
ACCIDENTS ARISING FROM CAUSES OTHER THAN THOSE RESULTING
EMPLOYEES—TRACKMEN

No.	NAME OF RAILWAY.	TRACKMEN.									
		Kind of Accident.									
		Handling Traffic.		Handling Tools, Machinery, &c.		Handling Supplies, &c.		Getting on or off Locomotives or Cars at rest.		Other Causes.	
		Killed	In-jured.	Killed	In-jured.	Killed	In-jured.	Killed	In-jured.	Killed	In-jured.
1	Canada Southern...				3		6				
2	Canadian Northern...										
3	Canadian Northern Quebec						7				4
4	Canadian Government Railways-- Intercolonial										
5	Prince Edward Island				2		2				2
6	Canadian Pacific				3		18			2	9
7	Crow's Nest Southern						1				
8	Grand Trunk, in Canada...				3		5				7
9	Grand Trunk (Canada Atlantic)						1				
10	Lake Erie and Detroit River				2						
11	Montreal and Atlantic				3		1				1
12	New Brunswick Coal and Rail- way Co										
13	Quebec, Montreal and Southern..								1		
14	Quebec Railway, Light and Power Co		2								
15	Red Mountain										
16	Stanstead, Shefford and Chambly										
	Total		2		16		41		1	2	28

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Year ending June 30, 1907, showing Kind of Accident.

FROM THE MOVEMENT OF TRAINS, LOCOMOTIVES OR CARS.

AND OTHER EMPLOYEES.

Total Accidents to Trackmen.		OTHER EMPLOYEES.										Total Accidents to other Employees.		Σ
		Kind of Accident.												
		Handling Traffic.		Handling Tools, Machinery, &c.		Handling Supplies, &c.		Getting on or off Locomotives or Cars at rest.		Other Causes.				
Killed	In- jured.	Killed	In- jured.	Killed	In- jured.	Killed	In- jured.	Killed	In- jured.	Killed	In- jured.			
.....	13	.....	.....	.....	3	..	1	.....	.....	1	2	.....	6	1
.....	1	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1	.....	2
.....	11	.....	7	.....	.....	.....	6	.....	.....	.....	4	.....	17	3
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1	.....	4
.....	6	.....	3	.....	1	.....	.....	.....	.....	.....	2	..	6	5
2	30	.....	12	.....	3	.....	.....	.....	.....	3	17	3	32	6
.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	4	.....	4	7
.....	15	.....	3	.....	5	.....	10	.....	1	1	75	1	94	8
.....	1	.....	.....	.....	2	.....	2	.....	.....	.....	.....	.....	4	9
.....	2	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1	10
.....	5	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	11
.....	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1	12
.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	13
.....	2	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	14
.....	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	1	15
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1	.....	16
2	88	.....	26	..	15	.....	20	.....	1	7	105	7	167	

ELECTRIC RAILWAY STATISTICS

No. 1.—SUMMARY STATEMENT of Capital of Electric

Number.	NAME OF RAILWAY.	ORDINARY SHARE CAPITAL.		
		Authorized.	Subscribed.	Paid up.
		\$ cts.	\$ cts.	\$ cts.
1	Berlin and Waterloo.....	40,000 00	30,950 00	30,950 00
2	Leased Line—Berlin and Bridgeport.....	50,000 00	.....	17,000 00
3	Brantford Street.....	200,000 00	200,000 00	200,000 00
4	British Columbia.....	1,946,666 00	1,946,666 00	1,946,666 00
5	Cape Breton.....	1,000,000 00	1,000,000 00	1,000,000 00
6	Cornwall Street.....	100,000 00	100,000 00	100,000 00
7	Egerton Tramway Co., N.S.	300,000 00	250,000 00	250,000 00
8	Galt, Preston and Hespeler.....	100,000 00	49,850 00	31,310 00
9	Leased Line—Preston to Berlin	100,000 00	1,000 00	1,000 00
10	Grand Valley.....	2,000,000 00	700,000 00	700,000 00
11	Guelph Radial	108,000 00	108,000 00	108,000 00
12	Halifax Tramway.....	650,000 00	500,000 00	500,000 00
13	Hamilton and Dundas.....	100,000 00	100,000 00	100,000 00
14	Hamilton, Grimsby and Beamsville.....	400,000 00	385,000 00	235,000 00
15	Hamilton Radial.....	36,250 00	36,250 00	36,250 00
16	Hamilton Street.....	205,000 00	205,000 00	205,000 00
17	Hull.....	300,000 00	292,700 00	292,000 00
18	International Transit Co.....	150,000 00	150,000 00	150,000 00
19	Kingston, Portsmouth and Cataraqui.....	40,000 00	40,000 00	40,000 00
20	Levis County.....	.....	.....	.....
21	London Street.....	750,000 00	550,000 00	540,024 00
22	Montreal Park and Island.....	1,000,000 00	720,900 00	720,900 00
23	Montreal Street.....	18,000,000 00	9,000,000 00	8,376,900 00
24	Montreal Terminal	5,000,000 00	1,000,000 00	1,000,000 00
25	Nelson Tramway Co.....	250,000 00	250,000 00	250,000 00
26	Niagara Falls, Park and River.....	1,000,000 00	600,000 00	600,000 00
27	Niagara, St. Catharines and Toronto.....	1,000,000 00	925,000 00	925,000 00
28	Niagara Falls, Wesley Park and Clifton.....	100,000 00	50,000 00	50,000 00
29	Oshawa.....	200,000 00	40,000 00	40,000 00
30	Ottawa.....	1,000,000 00	998,200 00	998,200 00
31	Peterborough Radial.....	500,000 00	100,000 00	100,000 00
32	Port Arthur Street.....	.....	.....	.....
33	Port Dalhousie, St. Catharines and Thorold.....	100,000 00	77,500 00	77,500 00
34	Quebec Ry., Light & Power Co. (Citadel).....	2,500,000 00	2,500,000 00	2,500,000 00
35	Quebec Ry., Light & Power Co. (Montmorency) )	.....	.....	.....
36	Sandwich, Windsor and Amherstburg.....	500,000 00	350,000 00	297,000 00
37	Sarnia.....	100,000 00	77,200 00	75,280 00
38	Sherbrooke Street.....	200,000 00	200,000 00	200,000 00
39	South-western Traction Co.....	1,000,000 00	464,000 00	437,726 00
40	St. John	1,000,000 00	800,000 00	800,000 00
41	St. Stephen, N.B.....	100,000 00	100,000 00	100,000 00
42	St. Thomas Street.....	.....	.....	.....
43	Sydney and Glace Bay	500,000 00	500,000 00	500,000 00
44	Toronto Street.....	8,000,000 00	8,000,000 00	7,985,540 00
45	Toronto Suburban.....	1,000,000 00	80,000 00	80,000 00
46	Toronto and York Radial.....	2,000,000 00	2,000,000 00	2,000,000 00
47	Winnipeg Street.....	4,500,000 00	4,500,000 00	4,500,000 00
48	Woodstock, Thames Valley and Ingersoll.....	300,000 00	100,000 00	100,000 00
49	Yarmouth Street.....	100,000 00	54,500 00	54,500 00
Totals.....		58,525,916 00	40,132,716 00	39,251,746 00

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Railways for the Year ended June 30, 1907.

PREFERENCE SHARE CAPITAL.			BONDED DEBT.		
Authorized.	Subscribed.	Paid up.	Authorized.	Issued.	Sold.
\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
			30,000 00	30,000 00	30,000 00
			125,000 00	125,000 00	125,000 00
2,920,000 00	2,920,000 00	2,920,000 00	3,747,332 00	3,318,479 00	3,318,479 00
250,000 00	234,000 00	234,000 00	1,500,000 00	865,000 00	865,000 00
100,000 00	100,000 00	100,000 00			
			175,000 00	175,000 00	175,000 00
			450,000 00	450,000 00	450,000 00
			300,000 00	300,000 00	300,000 00
			100,000 00	100,000 00	100,000 00
			150,000 00	150,000 00	150,000 00
74,900 00	74,900 00	74,900 00	160,000 00	160,000 00	160,000 00
			500,000 00	500,000 00	500,000 00
50,000 00	43,100 00	43,100 00	1,000,000 00	1,000,000 00	300,000 00
			100,000 00	100,000 00	100,000 00
408,800 00	315,000 00	315,000 00	750,000 00	500,000 00	500,000 00
			1,025,000 00	1,025,000 00	1,025,000 00
			9,000,000 00	2,473,333 00	2,473,333 00
			750,000 00	613,000 00	613,000 00
			50,000 00	50,000 00	35,000 00
			600,000 00	600,000 00	600,000 00
				910,000 00	910,000 00
			100,000 00	100,000 00	100,000 00
			88,452 16	88,452 16	88,452 16
			1,000,000 00	500,000 00	500,000 00
			500,000 00	50,000 00	50,000 00
			167,000 00	167,000 00	167,000 00
			60,000 00	60,000 00	60,000 00
500,000 00	453,000 00	453,000 00	2,500,000 00	2,500,000 00	2,500,000 00
			600,000 00	400,000 00	400,000 00
			56,900 00	56,900 00	56,900 00
			150,000 00	150,000 00	150,000 00
			725,000 00	667,500 00	667,500 00
			1,000,000 00	700,000 00	700,000 00
			100,000 00	100,000 00	100,000 00
			50,000 00	50,000 00	50,000 00
			500,000 00	400,000 00	400,000 00
			3,613,373 33	3,613,373 33	3,613,373 33
			300,000 00	140,000 00	
			1,000,000 00	1,000,000 00	1,000,000 00
			5,000,000 00	5,000,000 00	5,000,000 00
100,000 00	100,000 00	100,000 00	200,000 00	140,000 00	113,800 00
			100,000 00	15,000 00	12,700 00
4,403,700 00	4,240,000 00	4,240,000 00	38,323,057 49	29,348,637 49	28,459,537 49

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No. 1.—SUMMARY STATEMENT of Capital of Electric

Number.	NAME OF RAILWAY.	TOTAL CAPITAL.		FLOATING
		Subscribed.	Paid up.	Amount.
		\$ cts.	\$ cts.	\$ cts.
1	Berlin and Waterloo.....		97,674 39	
2	Leased Line—Berlin and Bridgeport.....		31,557 37	
3	Brantford Street.....		325,000 00	
4	British Columbia.....	8,472,599 76	8,472,599 76	287,454 76
5	Cape Breton.....	2,099,000 00	2,099,000 00	10,000 00
6	Cornwall Street.....	200,000 00	200,000 00	
7	Egerton Tramway Co., N.S.....	425,000 00	425,000 00	5,000 00
8	Galt, Preston and Hespeler.....		31,310 00	100,000 00
9	Least Line—Preston to Berlin.....		1,000 00	
10	Grand Valley.....		1,150,000 00	
11	Guelph Radial.....		108,000 00	
12	Halifax Tramway.....	800,000 00	800,000 00	85,000 00
13	Hamilton and Dundas.....	450,000 00	450,000 00	
14	Hamilton, Grimsby and Beamsville.....	563,000 00	413,000 00	
15	Hamilton Radial.....	2,271,150 00	2,271,150 00	
16	Hamilton Street.....	705,000 00	705,000 00	113,756 30
17	Hull.....	292,700 00	292,000 00	
18	International Transit Co.....	450,000 00	450,000 00	138,366 03
19	Kingston, Portsmouth and Cataraqui.....	190,000 00	183,100 00	
20	Levis County.....			
21	London Street.....	1,500,000 00	1,040,024 00	33,901 00
22	Montreal Park and Island.....	2,060,900 00	2,060,900 00	1,095,060 73
23	Montreal Street.....	11,473,333 00	10,850,233 00	3,282,645 05
24	Montreal Terminal.....	1,613,000 00	1,613,000 00	43,624 01
25	Nelson Tramway Co.....	300,000 00	285,000 00	
26	Niagara Falls, Park and River.....	1,200,000 00	1,200,000 00	
27	Niagara, St. Catharines and Toronto.....	2,013,400 00	2,013,400 00	
28	Niagara Falls, Wesley Park and Clifton.....	150,000 00	150,000 00	
29	Oshawa.....	155,862 16	155,862 16	10,288 35
30	Ottawa.....	1,498,200 00	1,498,200 00	190,000 00
31	Peterborough Radial.....	150,000 00	150,000 00	26,315 74
32	Port Arthur Street.....	167,000 00	167,000 00	
33	Port Dalhousie, St. Catharines and Thorold.....	137,500 00	137,500 00	
34	Quebec Ry., Light & Power Co. (Citadel).....	5,855,945 50	5,855,945 50	137,660 98
35	Quebec Ry., Light & Power Co. (Montmorency).....			
36	Sandwich, Windsor and Amherstburg.....	750,000 00	697,000 00	282,281 91
37	Sarnia.....	134,100 00	132,180 00	
38	Sherbrooke Street.....	350,000 00	350,000 00	7,800 00
39	South-western Traction Co.....	1,131,500 00	1,105,226 00	
40	St. John.....	1,500,000 00	1,500,000 00	215,649 36
41	St. Stephen, N.B.....	200,000 00	200,000 00	13,766 80
42	St. Thomas Street.....	50,000 00	50,000 00	
43	Sydney and Glace Bay.....	900,000 00	900,000 00	
44	Toronto Street.....	11,613,373 33	11,598,913 33	500,235 15
45	Toronto Suburban.....	220,000 00	80,000 00	100,000 00
46	Toronto and York Radial.....	3,000,000 00	3,000,000 00	887,093 49
47	Winnipeg Street.....	9,500,000 00	9,500,000 00	
48	Woodstock, Thames Valley and Ingersoll.....	358,700 00	332,500 00	1,125 24
49	Yarmouth Street.....	69,500 00	67,200 00	
	Totals.....	74,970,763 75	75,195,475 51	7,567,024 90

In addition to the above and included in the total, the following items under the head of "Capital British Columbia, \$287,454.76 ; Hamilton & Dundas, \$350,000 ; Hamilton Radial, \$2,000,000 ; Woodstock, \$38,400 ; Oshawa, \$22,400 ; Quebec R. L. & P. Co., \$96,000. Provincial aid : Quebec R., L. & P. Co., Toronto, \$140,000 ; Oshawa, \$5,000.

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Railways for the Year ended June 30, 1807—*Concluded.*

DEBT.	Total Cost of Railway and Rolling Stock.	Number.	REMARKS.
Rate of Interest.			
p.c.	\$ cts.		
.....	102,189 09	1	
.....	31,557 37	2	
.....	.....	3	Cost not ascertainable.
.....	*	4	*Not given present company result of five amalgamations.
6	2,145,112 19	5	
.....	201,204 22	6	
6	430,000 00	7	
5	114,169 14	8	
.....	423,814 11	9	
.....	.....	10	
.....	108,000 00	11	
6	740,000 00	12	
.....	345,647 36	13	
.....	326,790 00	14	
.....	1,269,043 08	15	
.....	711,534 08	16	
.....	632,563 30	17	
.....	318,804 15	18	
.....	200,000 00	19	
.....	.....	20	Sold at Sheriff's sale for \$50,000. No stock issued.
6	1,078,197 36	21	
6	2,319,839 04	22	
6	11,078,858 58	23	
.....	1,656,509 43	24	
.....	96,394 81	25	
.....	1,153,563 97	26	
.....	1,239,490 09	27	
.....	100,000 00	28	Purchased for \$100,000 by N. St. C. & T. Ry.
6	208,181 01	29	
5½	1,961,488 59	30	
5	176,731 34	31	
.....	187,106 68	32	
.....	90,000 00	33	Purchased by N. St. C. & T. Ry. for \$90,000.
7	1,163,786 70	34	Capital account charged to all divisions.
6	1,041,338 13	35	Cost of electric railway charged to steam railway.
.....	149,751 88	36	
5	350,000 00	37	
.....	.....	38	
.....	.....	39	Road still under construction.
6½	.....	40	Road acquired at mortgage sale.
.....	200,000 00	41	
.....	.....	42	Taken over by city under mortgage.
.....	963,585 39	43	
4½	13,194,631 94	44	
6	132,113 38	45	
6	3,206,738 40	46	
.....	2,577,527 63	47	
.....	.....	48	Not shown in return.
.....	63,555 74	49	
.....	52,399,818 18		

from other sources " were reported : Berlin and Waterloo, \$36,724.39 ; Berlin and Bridgeport, \$14,559.37 ; Thames Valley & Ingersoll, \$18,700. Dominion Government aid : Niagara, St. Catharines & Toronto, \$306,945.50. Municipal aid : Hamilton, Grimsby & Beamsville, \$28,000 ; Niagara, St. Catharines &

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No. 4.—SUMMARY STATEMENT of the Operations of the

Number.	Name of Electric Railway.	Mileage.	CAR MILEAGE.			Locomo- tive Mileage.
			Passenger Cars.	Freight Cars.	Total Car Mileage.	
1	Berlin and Waterloo.....	3 12	81,800	.....	81,800	.....
	Leased Line—Berlin and Bridgeport.....	2 40				
2	Brantford Street.....	7 00	120,867	.....	120,867	.....
3	British Columbia.....	76 23	2,990,437	86,350	3,076,787	.....
4	Cape Breton.	12 73	314,079	.....	314,079	.....
5	Cornwall Street.....	6 50	194,012	13,828	207,840	.....
6	Egerton Tramway Co	8 10	130,259	7,065	130,259	.....
7	Galt, Preston and Hespeler.....	9 00	199,540	17,452	216,922	.....
	Leased Line—Preston and Berlin.....					
8	Grand Valley.....	20 50	173,764	.....	173,764	.....
9	Guelph Radial.....	6 00	180,000	2,500	182,500	.....
10	Halifax Tramway Co.	12 13	760,559	.....	760,559	.....
11	Hamilton and Dundas.....	7 25	90,550	.....	90,550	.....
12	Hamilton, Grimsby and Beamsville.....	23 00	250,725	27,900	278,625	.....
13	Hamilton Radial.....	24 75	377,006	.....	377,006	.....
14	Hamilton Street.....	22 00	1,414,941	.....	1,414,941	.....
15	Hull.....	16 50	549,394	17,195	566,589	.....
16	International Transit Co	3 30	286,696	.....	286,696	.....
17	Kingston, Portsmouth and Cataraqui.....	8 00	199,680	.....	199,680	.....
18	Lévis County.....	10 25	317,907	5,725	323,632	.....
19	London Street.....	33 25	1,400,931	.....	1,400,931	.....
20	Montreal, Park and Island.....	37 72	843,114	11,011	854,125	.....
21	Montreal Street.....	67 04	14,606,712	.....	14,606,712	.....
22	Montreal Terminal.....	25 05	509,478	21,823	531,301	.....
23	Nelson Tramway Co.....	2 65	40,800	.....	40,800	.....
24	Niagara Falls, Park and River.....	11 75	371,648	2,769	374,417	.....
25	Niagara, St. Catharines and Toronto.....	26 50	263,633	242,785	506,418	242,785
26	Niagara Falls, Wesley Park and Clifton.....	4 50	184,180	.....	184,180	.....
27	Oshawa.....	8 02	36,457	15,471	51,928	51,928
28	Ottawa.....	22 87	3,009,280	.....	3,009,280	.....
29	Peterborough Radial.....	6 00	264,802	.....	264,802	.....
30	Port Arthur Street.....	9 00	207,209	.....	207,209	.....
31	Port Dalhousie, St. Catharines and Thorold.....	8 17	123,903	.....	123,903	.....
32	Quebec Ry., Light and Power Co. (Citadel Div.)	17 22	1,280,603	.....	1,280,603	6,408
33	" " " (Montmorency Div.)	25 00	256,510	.....	256,510	.....
34	Sandwich, Windsor and Amherstburg.....	34 63	540,390	.....	540,390	.....
35	Sarnia.....	8 00	136,396	.....	136,396	.....
36	Sherbrooke Street.....	7 00	285,451	.....	285,451	.....
37	South-western Traction Co.....	18 25	143,148	.....	143,148	.....
38	St. John, N.B.....	12 50	802,542	.....	802,542	.....
39	St. Stephen, N.B.....	3 00	183,960	.....	183,960	.....
40	St. Thomas Street.....	7 50	338,040	.....	338,040	.....
41	Sydney and Glace Bay.....	18 80	307,782	.....	307,782	.....
42	Toronto Street.....	51 05	14,328,942	.....	14,328,942	.....
43	Toronto Suburban.....	9 81	187,975	.....	187,975	.....
44	Toronto and York Radial.....	50 44	913,710	64,963	978,673	.....
45	Winnipeg Street.....	34 33	2,864,704	.....	2,864,704	.....
46	Woodstock, Thames Valley and Ingersoll.....	11 50	114,816	.....	114,816	.....
47	Yarmouth Street.....	2 13	45,056	45,046
	Totals.....		52,824,388	536,837	53,361,227	301,121

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Year and Mileage for the Year ended June 30, 1907.

Total Number of Passengers Carried.	Tons of Freight of 2,000 lbs., Handled.	Average Rate of Speed of Passenger Cars. Miles per Hour.	Average Rate of Speed of Freight Cars. Miles per Hour.	Number.	Remarks.
733,864		7	...	1	
402,090		10		2	
16,281,766	31,162	9	9	3	
1,563,316		8		4	
375,064		12	5	5	
888,722				6	
594,815	84,871	10	6	7	
219,038		15		8	
616,046	12,600			9	
3,783,801		6		10	
407,880	1,650	14		11	
432,997	21,160	15	15	12	
941,767	3,600	15		13	
7,201,908		12		14	
1,026,939	15,559	23	19	15	
1,076,417		8		16	
847,559		9		17	
1,477,005		10	10	18	
6,420,807		9		19	
3,176,587	28,184	15	10	20	
83,747,540		8		21	
923,139	86,633	20	12	22	
155,136		8		23	
1,414,021		7	7	24	
920,048	92,381	20	15	25	
755,585		8		26	
166,000	101,931			27	
12,048,531		8		28	
722,497		8		29	
1,442,991		15		30	
392,554		8		31	
5,515,128		8		32	
1,114,456		21		33	
2,607,122		12		34	
621,678		8		35	
811,501		10		36	
172,199		26		37	
3,120,031		7½		38	
583,614				39	
551,280		11		40	
2,143,000				41	
81,290,847				42	
774,366		9		43	
2,708,782		20	15	44	
20,224,239		10		45	
397,937		15		46	
206,794		8		47	
273,999,404	479,731				

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No. 6.—SUMMARY STATEMENT of Earnings

Number.	Name of Electric Railway.	Mileage.	Passenger Traffic.		Freight Traffic.		Mails and Express Freight.	
			\$	cts.	\$	cts.	\$	cts.
1	Berlin and Waterloo	3·12	31,127	07			911	43
	Leased—Berlin and Bridgeport	2·40	1,807	44				
2	Brantford Street	7·00	26,191	16				
3	British Columbia	59·13	845,834	25	61,680	46	1,455	52
4	Cape Breton	12·73	86,195	57	604	47	211	27
5	Cornwall Street	6·00	16,815	75	7,245	33		
6	Egerton Tramway Co.	8·10	41,686	82	1,926	33		
7	Galt, Preston and Hespeler	9·00	49,864	40	51,843	53	4,159	16
	Leased—Preston to Berlin	10·75						
8	Grand Valley	21·00	38,195	75	1,189	45		
9	Guelph Radial	6·00	25,906	43	1,513	33		
10	Halifax Tramway Co.	12·13	168,091	37				
11	Hamilton and Dundas	7·25	35,845	07	2,568	36	108	91
12	Hamilton, Grimsby and Beamsville	23·00	57,942	37	18,190	71	7,692	97
13	Hamilton Radial	24·75	96,452	32	5,683	18	860	32
14	Hamilton Street	22·00	281,073	96				
15	Hull	14·50	58,771	72	7,448	83	1,203	11
16	International Transit Co.	3·30	43,441	68				
17	Kingston, Portsmouth and Cataraqui	8·00	28,746	87	588	76		
18	Lévis County	10·25	52,740	45	2,145	08		
19	London Street	26·46	214,219	47			1,256	25
20	Montreal, Park and Island	22·41	242,810	50	4,376	55		
21	Montreal Street	67·04	3,336,110	44				
22	Montreal Terminal	18·23	67,185	23	25,880	84	500	00
23	Nelson Tramway Co.	3·00	7,756	00				
24	Niagara Falls, Park and River	11·75	143,921	34	4,717	58	480	71
25	Niagara, St. Catharines and Toronto	26·50	93,336	90	56,301	59	1,101	16
26	Niagara Falls, Wesley Park and Clifton	4·50	34,055	09				
27	Oshawa	8·02	8,432	41	50,693	63	2,617	09
28	Ottawa	22·87	512,871	42			8,030	00
29	Peterborough Radial	6·00	32,587	18				
30	Port Arthur Street	9·00	66,296	80	414	00		
31	Port Dalhousie, St. Catharines and Thorold	8·17	19,602	70				
32	Quebec Railway, Light and Power Co. (Cita- del Division)	17·22	233,020	33			750	00
33	Quebec Railway, Light and Power Co. (Mont- morency Division)	25·00	115,903	42			1,233	04
34	Sandwich, Windsor and Amherstburg	34·63	126,372	38			2,793	34
35	Sarnia	7·00	26,669	65	3,915	26	890	00
36	Sherbrooke Street	7·00	30,431	31				
37	South-western Traction Co.	18·25	28,462	06			594	95
38	St. John, N. B.	12·50	139,830	22				
39	St. Stephen, N. B.	3·00	28,030	90				
40	St. Thomas Street	7·50	19,423	38				
41	Sydney and Glace Bay	18·80	103,961	32	7,293	70	1,559	25
42	Toronto Street	51·05	3,254,853	70				
43	Toronto Suburban	9·81	33,263	72				
44	Toronto and York Radial	50·44	209,647	82	28,146	99	2,000	00
45	Winnipeg Street	34·33	860,830	20				
46	Woodstock, Thames Valley and Ingersoll	11·50	25,025	03			1,368	40
47	Yarmouth Street	2·13	9,280	33			175	00
	Totals	814·52	12,010,921	70	344,367	96	41,951	88

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for the Year ended June 30, 1907.

Other Sources.	Total Gross Earnings.	Total Net Earnings.	Proportion of Working Expenses to Gross Earnings.	Earnings per Car Mile.	Number.	Remarks.
\$ cts.	\$ cts.	\$ cts.	p. c.	Cts.		
1,246 74	33,285 24	8,217 84	75·31	40·00	1	Three months in separate operation.
1,477 87	3,285 31	1,873 87	.....	42 65	2	
5,102 94	31,294 10	6,743 97	78·45	25·88	3	
5,186 88	914,157 11	380,633 46	58·36	29·71	4	
1,760 90	88,772 21	26,876 85	69·72	28	5	
1,752 84	25,813 92	5,211 65	79·81	.....	6	
2,059 51	45,672 66	10,724 07	56·65	332	7	
1,226 27	107,093 36	42,453 39	51 02	49·00	8	
1,679 07	41,064 27	9,367 75	77·18	23·60	9	
1,089 89	28,509 65	8,340 62	29·25	15·62	10	
690 04	163,781 41	55,139 89	67·33	22·10	11	
3,399 89	41,922 23	19,497 21	53·49	46·30	12	
1,430 70	85,256 75	24,094 99	71·73	.....	13	
3,369 12	106,364 94	38,916 25	63·41	28·21	14	
757 00	281,830 96	63,271 29	77·55	19·92	15	
34,480 94	101,904 60	15,304 30	84·98	.....	16	
302 06	43,743 74	10,439 55	76·13	15·26	17	
1,357 24	30,692 87	2,744 07	91·05	.....	18	
2,101 08	56,986 61	— 1,931 77	103·39	17·60	19	
3,378 24	218,853 96	45,757 33	79·09	15·29	20	
2,977 08	250,164 13	73,446 01	70·64	29·29	21	
65,479 37	3,401,589 81	1,332,464 58	60·83	22·84	22	
1,960 02	95,526 09	— 15,159 11	115·87	13·19	23	
210 00	7,966 00	— 6,257 11	178·67	19·00	24	
6,201 04	155,320 67	68,396 33	55·96	41·48	25	
5,149 85	155,889 50	50,478 32	66·97	30·78	26	
.....	34,055 09	17,165 36	50·37	.....	27	
1,288 37	63,031 50	15,261 13	75·78	1·21	28	
23,550 48	544,451 90	198,798 22	63·49	.....	29	
1,010 28	33,597 46	5,934 26	82·34	.....	30	
2,470 49	69,181 29	24,414 53	64·70	33·40	31	
.....	19,602 70	6,561 11	33·48	.....	32	
.....	233,770 33	67,626 50	71·07	18 25	33	
10,225 79	127,362 25	46,822 98	63·23	49·65	34	Includes Windsor and Tecumseh Electric
6,351 67	135,517 39	67,565 77	52·25	24·06	35	
5,444 63	36,919 54	5,739 88	54·21	.....	36	
2,467 94	32,899 25	.....	.....	.....	37	
132 00	29,189 01	642 30	.....	.....	38	
400 00	140,230 22	8,076 18	94 24	17·47	39	
435 10	28,466 00	— 3,922 17	113·78	15·48	40	
639 76	20,063 14	1,759 54	75·48	.....	41	
799 44	113,613 71	49,173 63	56·71	3·69	42	
16,339 27	3,271,192 97	1,576,160 23	51·81	.....	43	
2,993 31	36,257 03	8,407 14	76·81	.....	44	
1,590 96	241,385 77	80,412 92	66·68	24·66	45	
3,160 00	863,990 20	437,347 28	49·38	30·16	46	
373 00	26,766 43	12,376 38	53·76	14·23	47	
3,164 74	12,620 07	2,044 41	83·80	28·00	.....
238,663 81	12,635,905 35	4,898,653 58	.....	.....	.....

No. 7.—SUMMARY STATEMENT of Operating

Number.	Name of Electric Railway.	Mileage	Maintenance of Way, Buildings, &c.	Cost of Motive Power.	Maintenance of Cars.
			\$ cts.	\$ cts.	\$ cts.
1	Berlin and Waterloo.....	3 12	775 07	5,850 87	3,046 55
	Leased—Berlin and Bridgeport.....	2 40		395 25	
2	Brantford Street	7 00	1,362 50	11,126 10	
3	British Columbia.....	59 13	38,920 14		50,697 50
4	Cape Breton.....	12 73	7,742 23	17,227 07	6,238 61
5	Cornwall Street	6 00	3,301 02	1,645 48	3,293 29
6	Egerton Tramway Co.	8 10	2,471 18	8,678 80	5,894 83
7	Galt, Preston and Hespeler	9 00	9,955 49	24,802 75	
	Leased—Preston and Berlin.....	10 75			
8	Grand Valley	21 00		13,463 05	
9	Guelph Radial	6 00	1,576 65	4,307 35	2,827 74
10	Halifax Tramway Co.	12 13	18,868 22	20,963 43	17,763 58
11	Hamilton and Dundas.	7 25	3,208 56	2,716 50	1,905 14
12	Hamilton, Grimsby and Beamsville.....	23 00	9,877 83	473 26	7,649 62
13	Hamilton Radial.....	24 75	7,701 89	14,407 21	7,367 55
14	Hamilton Street.....	22 00	15,856 91	37,885 72	24,133 49
15	Hull	14 50	19,784 20	17,977 59	13,712 67
16	International Transit Co.	3 30	2,433 42	6,750 00	4,353 85
17	Kingston, Portsmouth and Cataraqui.....	8 00	2,495 88		3,629 70
18	Levis County	10 25	8,019 72	10,471 92	7,373 81
19	London Street.....	26 46	19,668 79	32,914 83	28,501 82
20	Montreal Park and Island.	22 41	23,056 60	36,222 27	19,849 94
21	Montreal Street.....	67 04	207,303 99	384,952 81	257,243 97
22	Montreal Terminal.....	18 23	30,485 93	20,563 09	14,094 09
23	Nelson Tramway Co.	3 00	359 18	2,321 00	2,777 20
24	Niagara Falls, Park and River	11 75	15,733 00	9,000 60	7,545 07
25	Niagara, St. Catharines and Toronto.	26 50	12,620 34	19,591 50	9,509 03
26	Niagara Falls, Wesley Park and Clifton.....	4 50	1,905 14	255 13	2,652 74
27	Oshawa.....	8 02	9,512 18	16,862 99	3,658 19
28	Ottawa.....	22 87	38,091 03	34,178 31	41,580 87
29	Peterborough Radial..	6 00	2,249 33	1,625 00	4,166 45
30	Port Arthur Street.....	9 00	11,229 16	4,106 66	9,862 23
31	Port Dalhousie, St. Catharines and Thorold..	8 17	1,751 66	620 36	2,425 30
32	Quebec Railway, Light and Power Co. (Citadel Division).....	17 22	26,992 09	94,375 93	17,289 81
33	Quebec Railway, Light and Power Co. (Mont- morency Division).....	25 00	14,791 18	16,566 29	6,401 87
34	Sandwich, Windsor and Amherstburg.....	34 63	10,294 50	21,044 39	4,189 47
35	Sarnia.....	7 00	1,112 38		3,042 11
36	Sherbrooke Street.....	7 00	3,962 72	922 35	4,688 25
37	Southwestern Traction Co.	18 25			
38	St. John, N.B.	12 50	8,852 97	19,257 75	86,068 40
39	St. Stephen, N.B.	3 00	3,250 94	9,577 20	4,224 95
40	St. Thomas Street.....	7 50	1,038 82	3,159 50	12,953 28
41	Sydney and Glace Bay.....	18 80	6,728 06	19,980 56	10,832 47
42	Toronto Street.....	51 05	101,783 76	317,104 19	278,803 30
43	Toronto Suburban	9 81	2,751 44	9,297 77	2,500 30
44	Toronto and York Radial.	50 44	23,221 66	35,454 07	17,728 51
45	Winnipeg Street	34 33	31,640 62	90,436 09	47,727 56
46	Woodstock, Thames Valley and Ingersoll	11 50	814 92	6,415 48	
47	Yarmouth Street.....	2 12	131 38	6,447 44	578 33
	Totals	814 52	765,684 68	1,412,358 91	1,060,783 44

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Expenses for the Year ended June 30, 1907.

General and Operating Charges.	Total.	Cost of Operating per Train Mile.	Number.	Remarks.
\$ cts.	\$ cts.	Cts.		
15,394 91	25,067 40	30	1	
1,016 19	1,411 44			
12,061 53	24,550 13	49	2	
443,906 01	533,523 65	17	3	
30,687 45	61,895 36	19	4	
12,362 48	20,602 27		5	
17,903 78	34,948 59	25	6	
29,881 73	64,639 97	25 10	7	
18,233 47	31,696 52		8	
11,457 29	20,169 03	11 05	9	
56,046 29	113,641 52	14 88	10	
14,594 82	22,425 02	24 76	11	
43,161 05	61,161 76	21 95	12	
37,972 04	67,448 69	17 89	13	
140,683 55	218,559 67	15 44	14	
35,125 84	86,600 30		15	
19,766 92	33,304 19	11 62	16	
21,823 22	27,948 80	13	17	
33,052 93	58,918 38	18 20	18	
92,011 19	173,096 63	12 36	19	
97,589 31	176,718 12	20 96	20	
1,219,624 46	2,069,125 23	14 17	21	
45,542 09	110,685 20	20 83	22	
8,765 73	14,223 11	34	23	
54,645 67	86,924 34	23 21	24	
63,687 31	105,411 18	20 81	25	
12,076 72	16,889 73		26	
17,737 01	47,770 37	92	27	
231,803 47	345,653 68		28	
19,622 42	27,663 20	10	29	
19,568 71	44,766 76		30	
8,244 27	13,041 59	10 52	31	
27,486 00	166,143 83	12 86	32	
42,779 93	80,539 27	31	33	
37,938 26	73,426 62		34	
27,025 17	31,179 66		35	
23,325 93	32,899 25		36	
29,831 31	29,831 31		37	
17,974 92	132,154 04	16 47	38	
15,335 08	32,388 17	14 66	39	
1,152 00	18,303 60		40	
26,898 99	64,440 08	20 90	41	
997,341 49	1,695,032 74		42	
13,300 38	27,849 89	13 22	43	
84,568 61	160,972 85	16 44	44	
256,838 65	426,642 92	14 89	45	
7,159 65	14,390 05		46	
3,418 51	10,575 66	23 40	47	
4,498,424 74	7,737,251 77			

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No. 8.—SUMMARY of Accidents for

Number.	NAME OF ELECTRIC RAILWAY.	Mileage	Passengers, Employees or Others.	Fell from Cars in motion.		Jumping on or off Cars.		At work on or near track making up Trains.	
				Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1	Berlin and Waterloo...	3.12	Others.....						
2	Brantford Street	7.00	Passengers....						
3	British Columbia	59.13	{ Passengers....		8		16		
			{ Employees....		1		1		
			{ Others.....						
4	Cape Breton.....	12.73	{ Employees....						
			{ Others.....				1		
5	Egerton Tramway Co., N.S.....	8.10	Others.....						
6	Galt, Preston and Hespeler.....	19.75	{ Employees....						
			{ Others.....						
7	Grand Valley.	21.00	{ Employees....						
			{ Others.....						
8	Halifax Tramway.....	12.13	{ Passengers....				4		
			{ Employees....						
9	Hamilton and Dundas.....	7.25	Passengers....						
10	Hamilton, Grimsby and Beamsville..	23.00	{ Passengers....						
			{ Employees....					1	1
11	Hamilton Radial.....	24.75	Passengers....	1					
12	Hamilton Street.....	22.00	{ Passengers....		9		17		
			{ Others						
			{ Passengers....				5		
13	Hull.....	14.50	{ Employees....						
			{ Others.....						
14	Lévis County.....	10.25	Others						
15	London Street ..	33.25	{ Passengers....		2		60		
			{ Employees....						
			{ Others.....						
16	Montreal Park and Island.....	22.41	{ Passengers....				8		
			{ Employees....				1		
			{ Others				7		
17	Montreal Street.....	67.04	{ Passengers....				281		
			{ Employees....						
			{ Others						
18	Montreal Terminal.....	18.23	Passengers....						
19	Niagara Falls Park and River	11.75	{ Passengers....		3		3		
			{ Employees....						
			{ Others.....				1		
20	Niagara, St. Catharines and Toronto..	26.50	Others.....		2				
21	Oshawa.....	8.02	Employees....						2
22	Ottawa.....	22.86	{ Passengers....		2	1	21		
			{ Employees....						
			{ Others.....						
23	Peterborough Radial.....	6.00	Others.....				1		
24	Port Arthur.....	9.00	Passengers....				2		
25	Quebec Railway, Light and Power Co. (Citadel Division).....	17.22	Passengers....		3		29		
			{ Passengers....				1		
26	Sandwich, Windsor and Amherstburg	34.63	{ Employees....		2				
			{ Others.....						
27	Sarnia	7.00	Passengers....	1					
28	Sherbrooke Street	7.00	Others.....						
29	Sydney and Glace Bay ..	18.80	Others.....						
30	Toronto Railway Co.....	51.05	{ Passengers....	1	9	8	321		
			{ Employees....		25				
			{ Others.....						
31	Toronto Suburban	9.81	Passengers....		2				
32	Toronto and York Radial	50.44	{ Passengers....						
			{ Employees....		1				
33	Winnipeg.	34.33	{ Passengers....		1	4	11		
			{ Employees....						
Totals				3	70	13	791	1	3

FATAL ACCIDENTS :—Passengers, 27 ; Employees, 7 ; Other Persons, 37. Total, 71.

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Putting arms or heads out of Windows.		Coupling Cars.		Collisions or by Cars thrown from Track.		Struck by Cars on Highway Crossings.		Walking, standing, lying or being on Track.		Striking Bridges.		Other Causes.		Totals.		Number.
Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
							2								2	1
					1										1	2
				1	23							7		1	54	3
					8		1	2	23			4		2	15	
												3			27	4
					1							1			2	
															1	5
									1			2			3	
		1										3			4	6
							1					1			2	
					1										1	7
								1						1		
									2						6	8
					1										1	
						1	1							1	1	9
					1										1	
															1	10
															1	
				1	8	1	3							3	11	11
					1				2			1			30	
						1	6							1	6	12
								2	1					2	6	
					1										3	13
												2			2	
												2			2	14
									2			5			7	
12					2							10			86	15
					12							7			19	
							5	1	10			79		1	94	16
															8	
							1							1	1	17
															7	
				3	13									3	281	18
						18			179					18	13	
												1			1	19
										2		2			10	
										1					1	20
							1					1			3	
															3	21
		1													3	
					4			2				5		3	32	22
												11			11	
					4		4					11			19	23
									2						3	
															2	24
															2	
					11										43	25
															1	
															2	26
							2		1						3	
												1		1	1	27
						1								1		
														2		28
									2					2		
																29
					58		2					2		9	392	
		6		1	14		2					87		1	134	30
						2	54	8	74			42		10	170	
					1	2									3	31
					2										2	
															1	32
												2	9	8	21	33
												1		1		
12			8		6	167	27	84	18	298		3	3	300	71	1,776

SUMMARY.
(Steam Railways.)

Miles of railway	22,452		
Population to each mile of railway.....	289		
Square miles to each mile of railway.....	161.8		
Aid to railways.....	\$181,298,412.91		
Land granted by Dominion.....	31,762,945 acres		
" " Provinces.....	20,420,109 "		
Total capital.....	\$1,171,937,808		
Capitalization per mile....	\$56,995		
Passengers carried.....	32,137,319		
Tons of freight hauled.....	63,866,135		
Earnings, gross.....	\$146,738,214.68		
" net.....	\$42,989,537.41		
" from freight service.....	\$95,738,079.21		
" " passenger service.....	\$45,730,652.29		
" average per ton.....	\$1.472		
" " passenger.....	\$1.219		
" per freight train mile.....	\$2.116		
" " passenger train mile..	\$1.513		
" " train mile, all trains.....	\$1.953		
" " mile of railway.....	\$6,535.64		
Operating expenses.....	\$103,748,672.27		
" " per mile of railway....	\$4,620.90		
" " " train mile.....	\$1.381		
Proportion of operating expenses to earnings	70.70		
Average revenue per passenger per mile	2.083 cents		
" " ton per mile	2.328 "		
" for 75 per cent of freight hauled.....	.702 "		
" cost of running a train 1 mile, all trains	\$1.249		
" freight haul.....	183 miles		
" journey per passenger	64 "		
Passengers carried one mile.....	2,049,549,813		
" " " per mile of road.....	91,286		
" " per mile of road.....	1,431		
" " per train.....	56		
Tons hauled one mile.....	11,687,711,830		
" " " per mile of railway.....	520,564		
Train mileage, total.....	75,115,765		
" " freight	38,923,890		
" " passenger.....	30,220,461		
" " mixed.....	5,971,414		
Locomotive mileage.....	100,154,966		
Locomotives, number of.....	3,504		
Freight cars, number of.....	113,514		
Passenger cars, number of.....	3,642		
Freight cars per 1,000 miles of railway....	5.218		
Locomotives " " ".....	156		
Employees, number of	124,012		
" compensation to.....	\$58,719,493		
Fuel consumed by locomotives.....	5,608,954 tons.		
Accidents—Passengers killed.....	70	Injured.....	352
" Employees " 	249	" 	1,126
" Trespassers " 	195	" 	125
" Non-trespassers killed.....	70	" 	88
" Postal clerks " 	3	" 	7
" Total persons " 	587	" 	1,698

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